

BAHAMAS ESCAPE

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BOAT EXPLOSION

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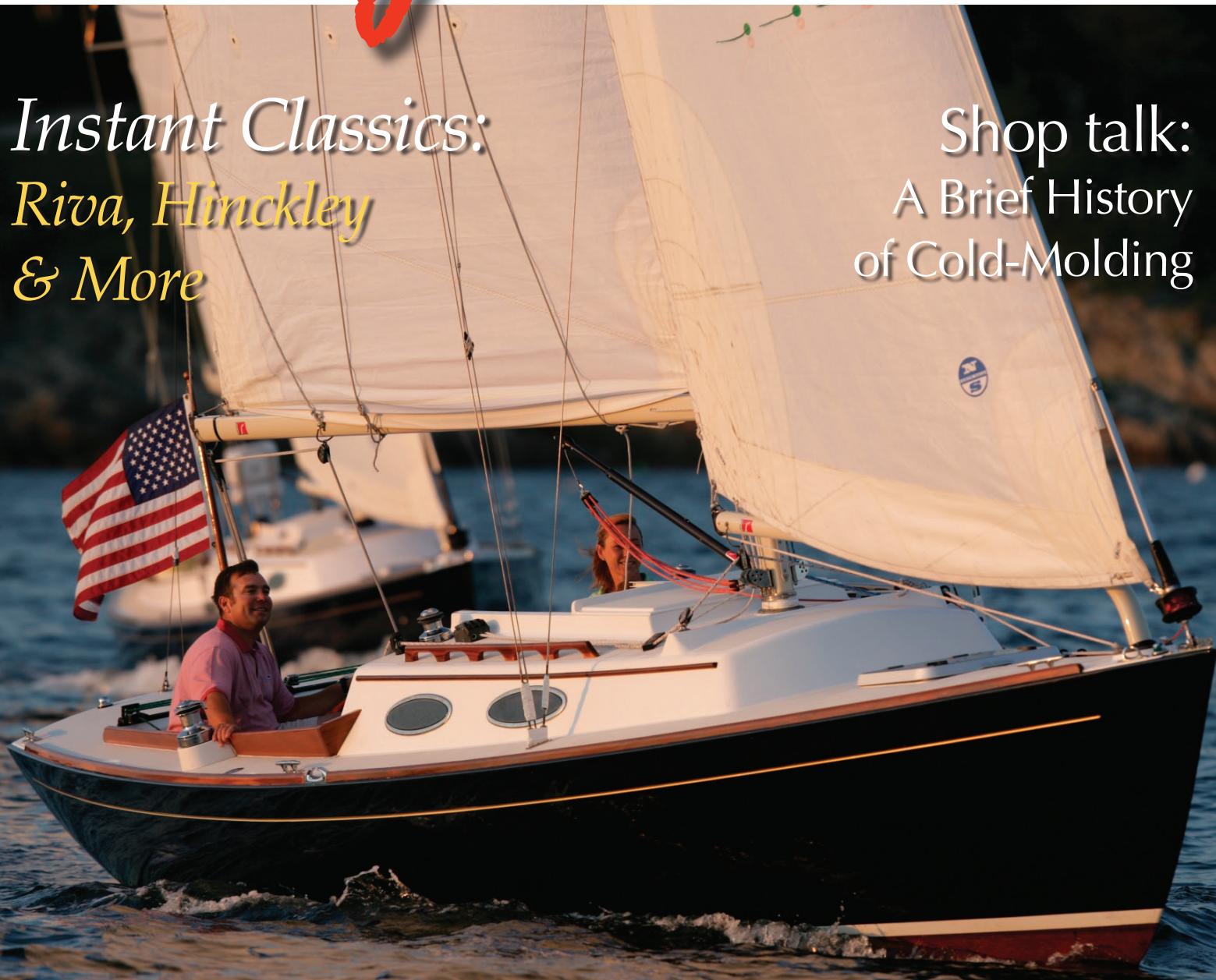
CLASSIC *Yacht*

ISSUE THIRTY ONE

for those who love great boats

*Instant Classics:
Riva, Hinckley
& More*

*Shop talk:
A Brief History
of Cold-Molding*



Museum Crawl:
Double Feature!

*Careers in
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CLASSIC YACHTING

ISSUE THIRTY ONE

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for those who love great boats

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CLASSIC *Yacht*

...is better than ever!

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2: Turn the pages with these icons. Or flip them as before by clicking or dragging the corners of any page, or by using the left and right arrows on your keyboard.

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ROGER THAT

Readers Report on Mystery Wreck of Berenice

In the January/February issue we published exclusive photos of the classic 92-foot yacht Berenice wrecked off the coast of St. Tropez. Our photographer had no information as to what happened, so we solicited info from the best and brightest, our readers:

Hi,

Berenice had an engine problem and then broke her anchor chain and ended up on the mud in a storm.

I had lunch aboard her a year ago and two of us did think at the time that the anchor chain was a bit thin for a yacht of that size. We had a much thicker chain on our 39-footer! More than that I don't know. Don't print my name please.



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"Jane Doe"

Basically she was at anchor, outside St Tropez when a huge storm hit in mid October, and she dragged across the bay to that beach just beyond Port Grimaud. On the last day of the storm (which went on for 6 days), she was bouncing up & down on the bottom just off the beach, and there was a guy on her, a friend of the owner, who had flown out to try to do something & he got off at that point because it was too scary.

B. Melton

The storm that contributed to the wreck of Berenice was considered a once-in-a-decade event known locally as a "medicane", or Mediterranean hurricane. The yacht is a complete loss. However, the mayor of nearby village La Croix Valmer has expressed an interest in saving the preserved bow and stern to stand as a sculpture in a local vineyard.



(mast - head)

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Berenice

When *Berenice* was washed up on the beach she was basically undamaged. I felt that smart move would have been to recover the boat, even in the storm. But the insurance company apparently balked at the cost of digging a trench and using cranes to restore the boat to her natural element. There would be liability issues. There would always be a risk of it all going wrong, ripping off the keel and accidentally destroying the boat and harming others.

David Pinkert

Comments, compliments, rants and offers to transfer Nigerian fortunes may be sent to:
editor@classicyachtmag.com

ON WATCH

*Newest J-Class Rainbow
Splashed at...*



Holland Jachtbouw has launched the J-class yacht *Rainbow* at its yard in the Netherlands. Based upon the lines of the original America's Cup winner in 1934, this spectacular 40-meter J features a high-end superyacht interior and

a unique hybrid propulsion and power system inside a racing boat hull, all topped off by a grand prix racing deck and rig.

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Classic Yacht Poll Question:

Is building a one-off *sailing* yacht with "hybrid" propulsion a pointless affectation?

**Answer the poll on our
Facebook page by clicking here:**

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ON WATCH

Rockport Marine Chronicles 2012 Restorations in Blog

Rockport, Maine – Rockport Marine has launched a blog that is chronicling the restoration of several yachts throughout 2012. The blog, entitled “No Greater Passion for the Craft,” is online at www.rockportmarine.blogspot.com.

Among the current blog posts is a step-by-step illustration of the design and production of blocks for an 83' gaff schooner using CNC routers and 3D printing. From the initial CAD and Rhino designs to the resulting parts generated overnight by a



[blogspot.com](http://www.rockportmarine.blogspot.com) and is authored by yacht design and construction management staff on site. The technical content is provided in layman's terms so boating enthusiasts worldwide can learn how the most advanced marine construction techniques are being incorporated into the restoration of classic yachts.

UV laser beam and liquid polymer, the fascinating process demonstrates the 21st-century thought processes and methods that are behind some of the world's most beautiful classics.

“We’re excited to discover a new way to connect with customers, industry



and the wooden boat community," says Taylor Allen, president of Rockport Marine Inc. "With the availability of continuously improving new technologies, we're able to restore yachts with even greater integrity than ever before."

Rockport Marine is inviting questions from wooden boat enthusiasts about

modern design and construction methodology. The professionals in the design office and the boat shop will offer their experience and insight through the blog. Suggestions for content can be offered through the blog, via the Facebook page, or through email at:

info@rockportmarine.com

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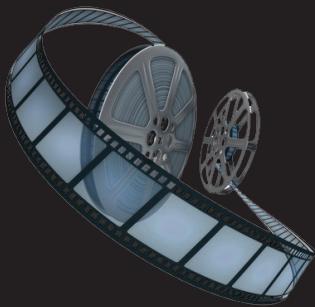
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for Classic Boats

ON WATCH

Grand Banks: The Best Great Loop Boat?



Have you dreamed of leaving it all behind, hopping on your trawler and casting off for an adventure like no other? You're not alone; a group called the Americas Great Loop Cruisers Association is a clan who share a sense of adventure and a curiosity about America's Great Loop. And there's plenty of debate among them about the best boat for a full tour of the Loop.

The Great Loop is the continuous waterway that encompasses the eastern portion of North America including the

Atlantic and Gulf Intracoastal Waterways, the Great Lakes, the Canadian Heritage Canals and the inland rivers of Americas heartland. It is considered one of the safest long distance cruising routes in the world.

Rayma Jenkins of Jacksonville.com recently followed Gerry and Joanne Buckley and their dog Hinckley from Annapolis, Maryland in their 42-foot Grand Banks, *Morningside*, to Jacksonville, Florida. Click the video for a bit of Loop flavor.

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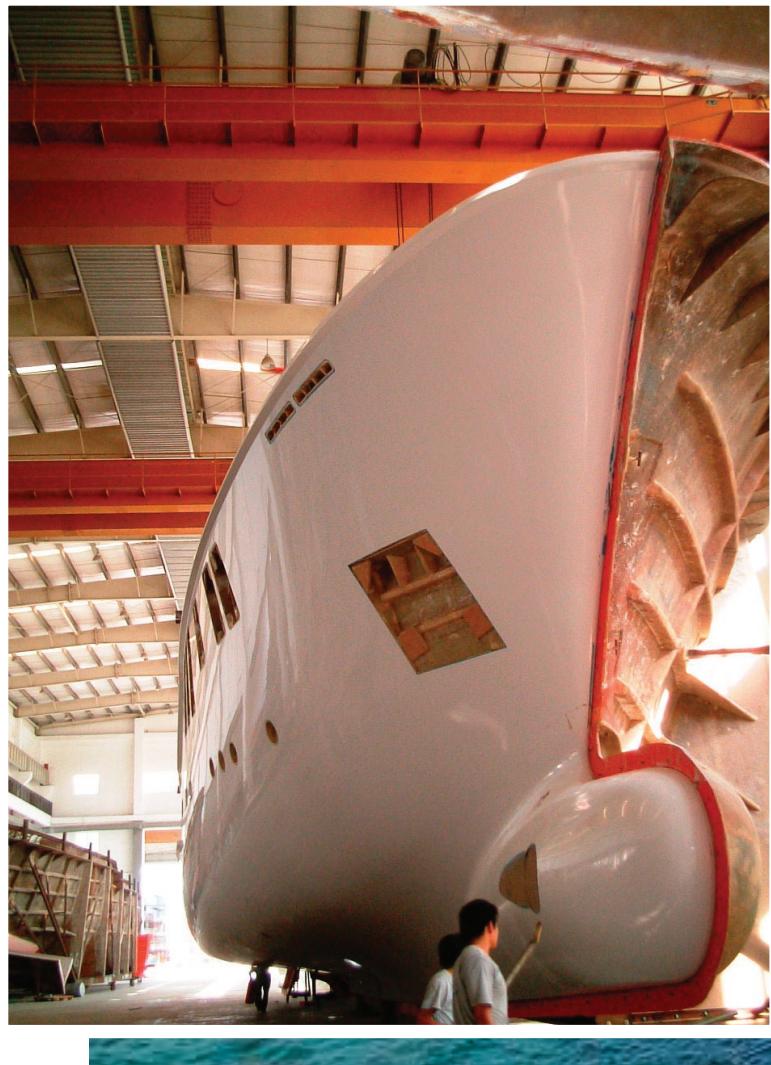
Nordhavn Reaches Milestone With 120-foot Modern Classic

Experienced cruisers around the world know a Nordhavn when they see one. From the storied 46-foot pilothouse cruiser to their newest build, the 120-foot 849,000 lb. bruiser you see here in a preview rendering, Nordhavn casts a wide shadow on the world's oceans.

Like lesser Nordhavns the N120 is built to handle the seas as well as she handles her guests. Her waterline length is said to be at a "sweet spot" in terms of wave period, making long passages as comfortable as possible.

The N120 carries the owners and up to eight guests in five cabins. Each interior can be customized to her owners' wishes.

The N120 is built at South Coast Marine in China, which also builds smaller Nordhavns.





ON WATCH

Classic Elco Explodes in Washington

Port Orchard, Washington - Five people were treated for injuries in late February after a boat exploded at the Port Orchard Yacht Club.



A 55-year-old Seattle man had employed workers to help him lift a sunken boat, according to Port Orchard police officer Jerry Jensen. When the boat owner plugged in a cord to turn a motor on, an electrical spark mixed with gasoline fumes and ignited the explosion, according to Jensen.

The explosion destroyed the 39-foot Elco.

The boat owner and two others were treated at Harrison Medical Center. Three people were treated at the scene by South Kitsap Fire and Rescue firefighters.

Two people had serious but not life-threatening injuries, according to Guy Dalrymple, South Kitsap Fire Rescue Battalion Chief. There were also two other people near the area who suffered minor injuries, but were not taken to the hospital.

People who live near the marina reported the explosion shook their houses.

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ON WATCH



Boat Angel Pays It Forward

Learn what Boat Angel is able to do with your donated boat.

Thinking of getting rid of a boat but not sure you want the hassle of selling it? Tax time reminds us all that a charitable deduction comes in handy, so maybe you're considering donating it. Enter Boat Angel, a group who will gladly accept your boat in order to help them improve the

lives of troubled kids by producing life-changing values-based children's animation and media projects, homes for wayward boys getting their lives back on track and homeless rehabilitation.

On January 29 the nationwide non-profit based in Mesa, Arizona announced the second release of their 13-part animated children's show, *The Adventures of Donkey Ollie* (www.donkeyollie.com). The program was completed by a combined team of animators best known for their work on the weekly Mickey Mouse Playhouse

series shown on the Disney Network. *Donkey Ollie* is designed to bring educational and moral guidance to children and is distributed free of charge to the hundreds of thousands of civic organizations and churches across the U.S. and internationally.



"We are extremely grateful to the many boat and car donors throughout the United States who gave something they no longer used and made it possible to bring so much joy into the hearts of so many young children. I have a four year-old and an eight year-old myself and I know how much stories like *Donkey Ollie* can impact young children. We are hoping that we can bring hope and love into the hearts of young children everywhere", said Boat Angel co-director Brian Stewart.

BoatAngel.com

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Long-Term Maintenance Programs



Award-Winning Restorations

ON WATCH

Your Spring Maintenance Checklist, Direct From BoatUS

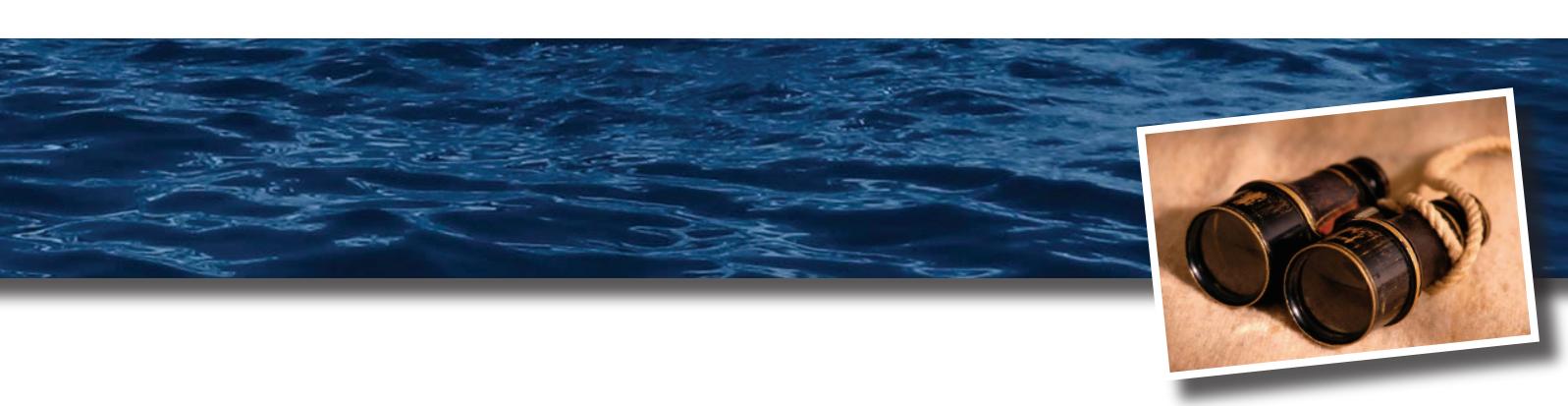
To help us all have a trouble-free boating season, BoatUS has created a spring commissioning checklist for the nation's 13 million boat owners (and maybe even a few of you neighborly sailors around the world). Whether you have a power or sailboat, inboard or outboard, following this checklist is an easy way to get ready for the season.

BEFORE YOU LAUNCH:

- Inspect and lubricate seacock. Hoses and hose clamps should be inspected and replaced as necessary.
- Replace deteriorated zins.
- Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft – if it's loose, the cutlass bearing may need to be replaced.
- Check to make sure the rudderstock hasn't been bent.
- Inspect the hull for blisters, distortions and stress cracks.
- Make sure your engine intake sea strainer is free of corrosion and properly secured.
- Check the engine shaft and rudder stuffing boxes for looseness. After the boat is launched, be sure to check these as well as through-hulls for leaks.
- Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.
- If equipped, ensure that the stern drain plug is installed.

OUTDRIVES and OUTBOARD ENGINES:

- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect.
- Check power steering and power trim oil levels. Replace worn-out zins.
- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.
- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges.



ENGINES AND FUEL SYSTEMS:

- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters. Owners of boats with fiberglass fuel tanks should be aware that gasoline with ethanol can corrode tanks and damage engines. Look for black "goo" under the carburetor.
- Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.
- Every few years, remove and inspect exhaust manifold for corrosion.
- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water (if applicable).
- Inspect bilge blower hose for leaks.

SAILBOAT RIGGING:

- Inspect fittings for cracks and rust. Inspect wire halyards and running backstays for "fishhooks" and rust.
- Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.
- Re-caulk through-deck chainplates as necessary (generally, once a decade).

TRAILERS:

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure. Don't forget the spare!
- Inspect bearings and repack as necessary.
- Test tail and back-up lights. Test winch to make sure it's working properly.
- Inspect trailer frame for rust. Sand and paint to prevent further deterioration.

MISCELLANEOUS:

- Check expiration dates on flares and fire extinguishers.
- Check stove and remote tanks for loose fittings and leaking hoses.
- Inspect bilge pump and float switch to make sure it's working properly.
- Make sure you have properly sized and wearable life jackets in good condition for each passenger, including kids and pets.
- Test smoke, carbon monoxide and bilge alarms.

ON WATCH

Roy Dryer Art Unveiled for 2012 Tahoe Concours Poster

The Lake Tahoe Concours d' Elegance celebrates its 40th anniversary August 10 - 11, 2012 with the Riva Aquarama as the year's Marque Class. The collection of nearly 100 antique wooden boats will gather once again at the height of summer along the docks of the Sierra Boat Company in Carnelian Bay, California to compete for top honors in multiple categories.

The 2012 poster art has been beautifully composed by Roy Dryer, and first unveiled by the blog Woodyboater.com. The posters will be available for sale in April. Roy Dryer will be on hand at the show in August.

"After holding the show on Father's Day weekend in 2009 and 2010, the move back to August in 2011 allowed our event to become the largest attended show in our 39 year history," said Foundation president Dave Olson on last year's show. "We are thrilled to have an agreement with Sierra Boat Company to keep the August date for 2012, which will feature one of the rarest and most elegant boat lines, Riva Aquarama. This promises to be our most successful show to date."

Registrations are available online at:
LakeTahoeConcours.com



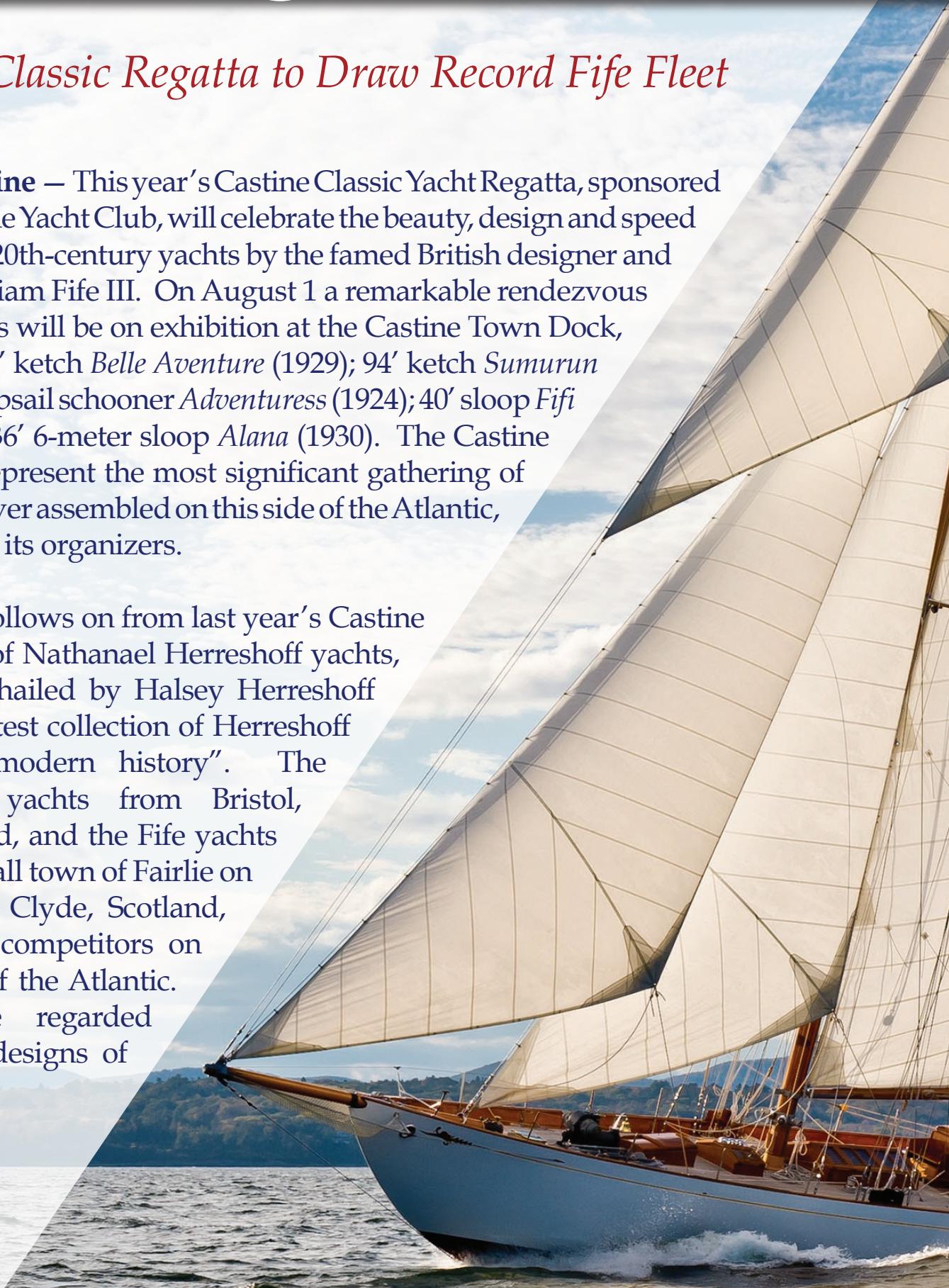


ON WATCH

Castine Classic Regatta to Draw Record Fife Fleet

Castine, Maine – This year's Castine Classic Yacht Regatta, sponsored by the Castine Yacht Club, will celebrate the beauty, design and speed of the early-20th-century yachts by the famed British designer and builder, William Fife III. On August 1 a remarkable rendezvous of Fife yachts will be on exhibition at the Castine Town Dock, including 94' ketch *Belle Aventure* (1929); 94' ketch *Sumurun* (1914); 83' topsail schooner *Adventure* (1924); 40' sloop *Fifi* (1921); and 36' 6-meter sloop *Alana* (1930). The Castine event will represent the most significant gathering of Fife yachts ever assembled on this side of the Atlantic, according to its organizers.

This event follows on from last year's Castine celebration of Nathanael Herreshoff yachts, which was hailed by Halsey Herreshoff as "the greatest collection of Herreshoff yachts in modern history". The Herreshoff yachts from Bristol, Rhode Island, and the Fife yachts from the small town of Fairlie on the Firth of Clyde, Scotland, were fierce competitors on both sides of the Atlantic. They were regarded as leading designs of their era.





The Fife yachts will be honored at a symposium on August 1 at 4pm in Delano Auditorium at the Maine Maritime Academy in Castine. The symposium will review the design, construction and sailing qualities of these historic yachts. Taylor Allen of Rockport Marine will chair the discussion among the panel of restorers, historians and sailors of Fife yachts from both sides of the Atlantic. Rockport Marine, Rockport, Maine, is now completing a multi-year restoration of *Adventuress*.

The thirteenth annual Castine Classic Yacht Race to Camden will set sail from the Castine harbor bell at 11:30am on August 2. This 20 nautical mile race, which feeds into the Camden to Brooklin race and the Eggemoggin Reach Regatta, is expected to attract a magnificent fleet of Classic and Spirit of Tradition yachts, according to David Bicks and Bob Scott, chairmen of these Castine events. Race notice/entry form and sailing instructions are available at:

castineyachtclub.org.

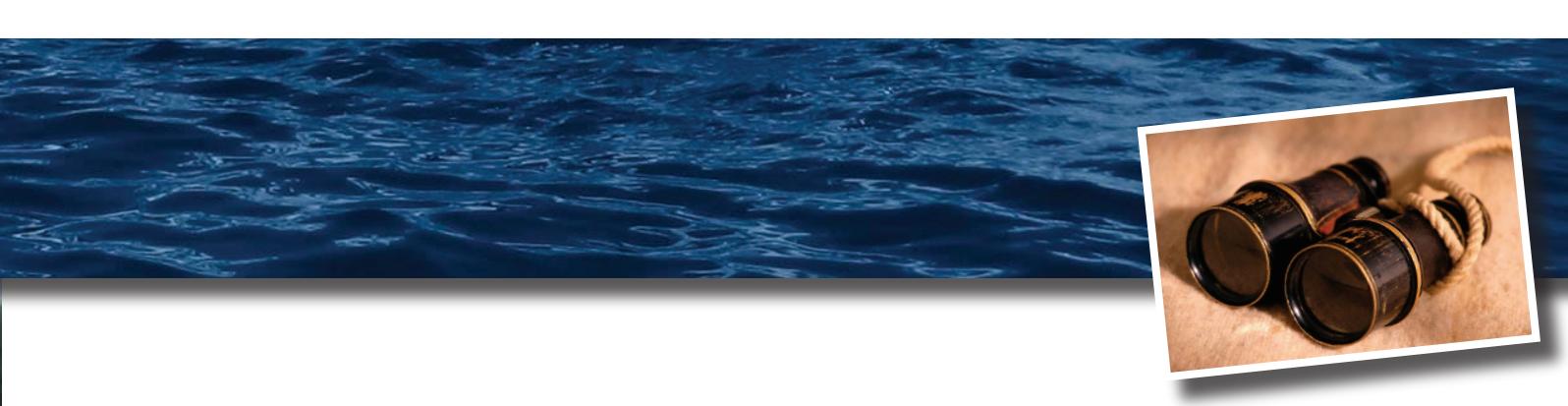
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ON WATCH

Calling All Cruisers

*Now's your chance to have your own
column in Classic Yacht!*





Are you planning to cast off for a big cruise this year? Or have you already waved goodbye to the lawn mower, snow shovel and property tax bill? Whether you are still packing your bags or are already looking back at the shore, you have a unique opportunity to have your very own cruising column in *Classic Yacht* this year.

If you are still in the planning stage, working hard to upgrade your boat for a spring castoff, our readers will be interested in knowing what equipment you're fitting and why. Or if you have been cruising for years and don't plan to return for years to come, you clearly have some good stories to tell already. Cruising stories have a unique ability to entertain and inform at once, and it's just what we like to do here at *Classic Yacht*.

It doesn't matter if you are cruising aboard a powerboat or a sailboat, or something in between. It also doesn't matter what size your boat is or whether it looks like something mounted on a wall in the model room of the New York

Yacht Club. If you're reading this you probably have a boat that our readers can relate to. We know who you are.

What's it going to take to make all this happen? Not much. You'll need a means to e-mail us between 800 and 1,000 words every sixty days and a handful of digital photos to go along with your crackling prose. That's about it; a laptop, an internet connection, a camera and a penchant for telling a good story from various points throughout your cruise.

If you become the *Classic Yacht* cruising columnist of the year we will reward your efforts with a custom *Classic Yacht* calendar for 2010 which will include many of the photos we use in your column. Aren't we nice?

We're looking forward to hearing from you!

If you would like to tell us (and a good chunk of the boating world) about your cruising adventures this year, contact us at editor@classicyachtmag.com.

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In This Issue

Welcome to Classic Yacht Online Mag

Classic Yacht online magazine brings the world of beautiful, capable yachts and their colorful owners to your desktop, laptop, or aft deck. Lovers of great boats, be they power or sail, old or new, fiberglass or not, crewed or car-topped, will discover an intriguing wave of stories to fuel their dreams and enrich their time on the water. Classic Yacht online magazine is devoted to the authentic boating experience.

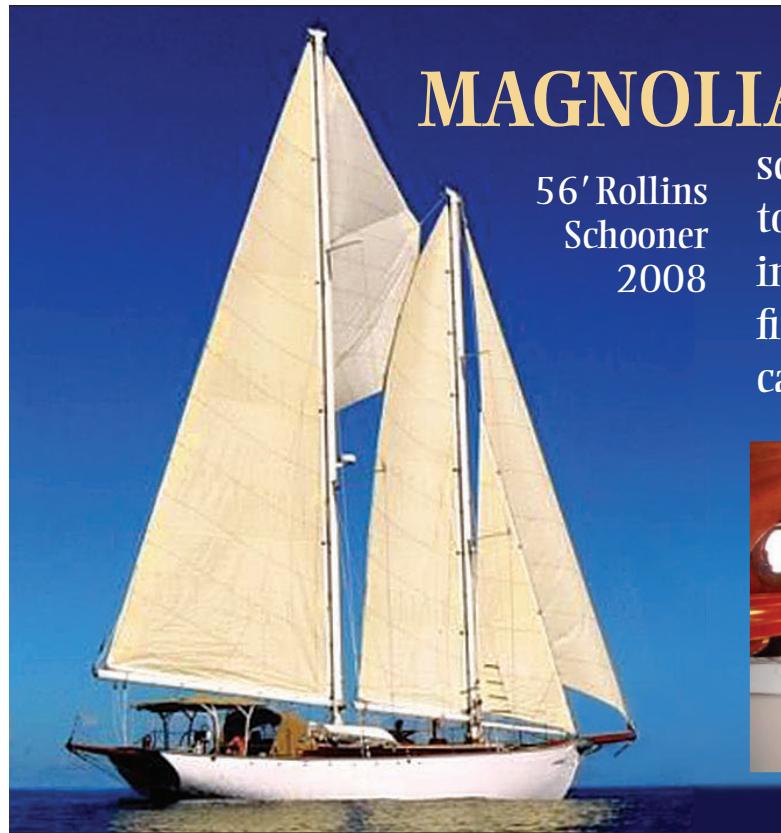
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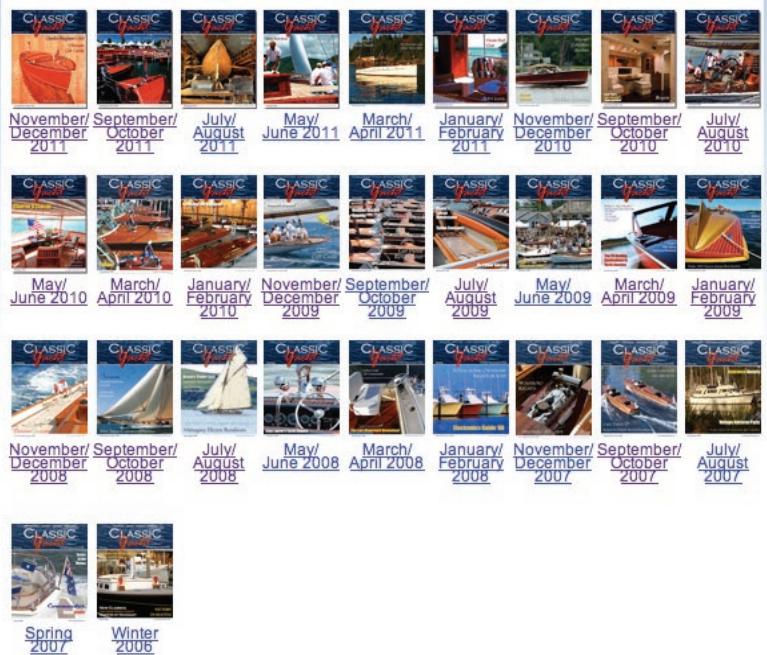
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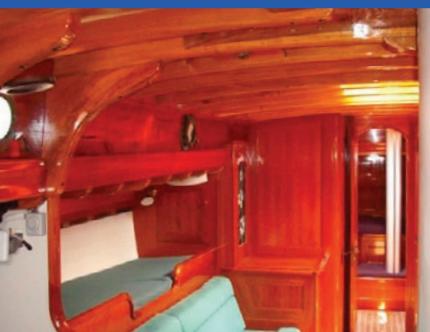
Previous Issues

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A is an exceptional vessel in both design and construction—a handsome ‘Alden’ Style schooner capable of passages anywhere in the world in elegance and comfort with no sacrifice to structural integrity, built by Paul Rollin’s Boat Shop in York, Maine. Interior joinerwork includes frame and panel doors and cabinet faces made of select cherry and curly cherry finished bright in high-gloss marine varnish. Overhead house beams, deck beams and carlin caps are black locust and cherry finished bright with white for contrast.



The current configuration sleeps seven to eight adults.

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Contact: Sid Imes, Cell 662-352-9460

E-mail: sidsail@yahoo.com

ON WATCH

2012 NMMA Innovation Awards Announced

Miami, Florida – Fifteen marine products were honored for innovative achievement by the National Marine Manufacturers Association and Boating Writers International at the Miami Boat Show.

"The number of entries this year exceeded our expectations and all of the products we reviewed paint a bright future for boating industry evolution,"

said Zuzana Prochazka, Innovation Awards judge chair and president of the BWI board of directors. "The winners recognized at the boat show today are a testament to the ongoing commitment to boating ingenuity necessary to the future of our industry and we're excited to see how these products adapt in the marketplace."

The Dry Bilge Machine



Yachting professionals like Jim Moores use the Arid Bilge Series 4 on their personal yachts.



Jim Moores' personal Trumpy Aurora II



Before



After

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The innovation awards include the following new products:

Applications and Mobile Software:
Beneteau Toucan Dealer App by Jester Communications

Runabout and Fishing Craft to 24 feet:
Pro Skiff Series by Mako

Sailboats: Oceanis Series 48 by Beneteau

Docking and Fendering Equipment:
V-Lift by Sunstream Boat Lifts

Consumer Electronics and Software:
InReach by Delorme

Consumer Installed Non-Elec. H'ware:
Scuba Donning Assistance System by Dive Mate

Outboard Engines: DF300 AP by Suzuki Marine:

Consumer Safety Equipment: AIS Watchmate Vision by Vesper

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ON WATCH

Tennessee Threatens Lawsuit Against Boat Hobbyists

Murfreesboro, Tennessee – The Tennessee Department of Revenue is threatening legal action against a Murfreesboro father who built a small wooden boat in his garage with his 7-year-old son.

The state, its nose stuck under the garage door, claims that makes him a boat dealer and subject to paying

extra taxes. The wooden boat is 14 feet in length. Dad ordered the plans over the web because 7-year-old Carter loves to fish with his old man.

The nightmare began when the King family registered their boat and dutifully paid the boat registration fees.

Letters from the Tennessee Department of Revenue say that because the Kings are boat dealers and manufacturers, they have to pay \$539 in taxes on the boat.

Mr. King thought there was a mistake, so he called the auditor assigned to his case.

“I explained to them that this is just a wooden craft built in the garage, and they indicated that they knew that was what this was,” King says.

TDR didn’t back down from insisting they were dealers, and warned the family the state could get injunctions



or even pursue misdemeanor charges if they didn't pay the taxes.

"If we don't, they could file liens and levies against the craft," King says.

"To say it politely, I think it's quite silly," he says.

How could something you build in your own garage for your own use make you a dealer?

Johnathan King says there's no way he's a dealer; this boat is intended to be a family heirloom. "It'll never be for sale," he says.

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for Classic Boats

ON WATCH

The Original Bucket List: St. Barth's Bucket, March 22-25





This yachting spectacular (and bucket list favorite; literally) will feature the latest in superyacht designs along with the true classics. Over 40 yachts have accepted invitations to join the festivities and racing. Three races are planned, and the around the island courses create spectacular opportunities to view these breathtaking vessels under sail.

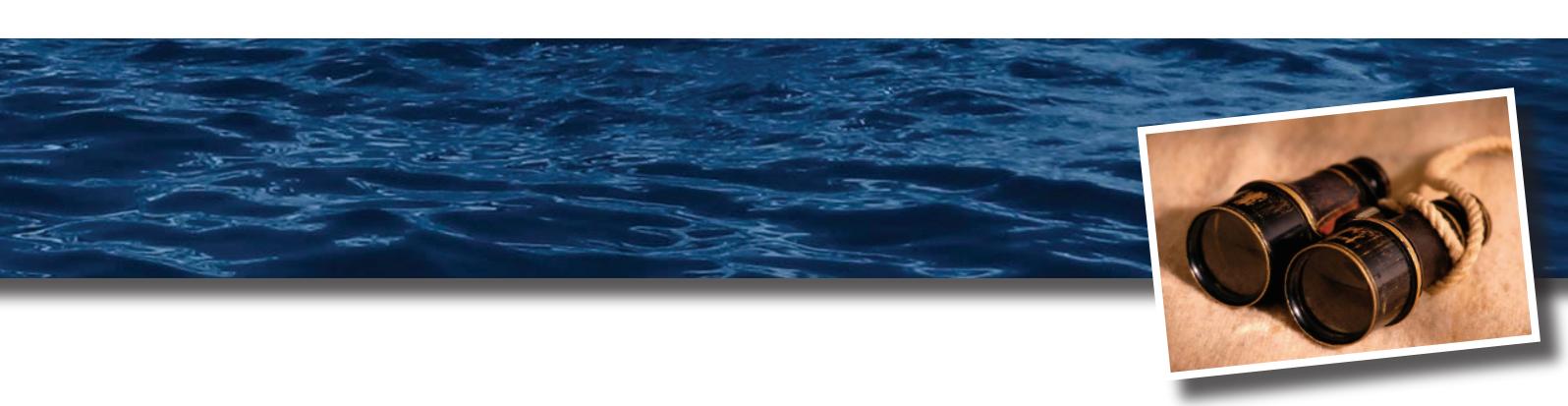
The largest yacht is the 203-foot Holland Jachtbouw built schooner *Athos*. Close behind is 197-foot *Heitaros*, recently launched in 2011. Twelve of the current entries are 160 feet or larger. The fleet is divided into three categories: *Les Elegantes des Mers*, *Les Grandes Dames des Mers*, and *Les Gazelles des Mers*, making the racing at once more equally competitive, and safer too.

Now in their 26th year, the Bucket regattas attract the crème de la crème



ON WATCH





of yacht builders from every sailing nation, with several builders boasting multiple entries. The "Big Five" sailing yacht builders (Perini Navi, Royal Huisman, Holland Jachtbouw, Alloy Yachts and Vitters) have for many years supported the Bucket Regattas, choosing to help maintain as non-commercial an atmosphere as possible, still another significant hallmark of Bucket races.

Four J Boat classics will have their race within a race, as they vie for over all Bucket honors and against each other. *Endeavour*, *Hanuman*, *Ranger* and *Velsheda* will be part of a spectacular fleet that will race around the beautiful island of St Barthélemy.

BucketRegattas.com



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ON WATCH

BoatUS Reveals 22nd Annual List of Top Ten Boat Names

Alexandria, Virginia – Making the decision to buy a boat comes easy for some people. Picking out a name for the boat however, can prove to be much harder, according to Boat US.

"A boat name reflects the life and loves of the owner," says Occoless Trotter of the BoatUS boat graphics department,



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Our *Secret Cove 24* is an elegant 1920s-style cruiser with hidden 25 hp outboard—an easily-trailered classic with amazing accommodations.

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which helps boaters design their own boat names. "But, it's hard to sum it all up with just a few words." The half-million-member boat owners group has been tallying the top ten boat names list for over two decades. The top ten boat names for 2011 are:

1. *Seas the Day*
2. *Nauti Buoy*
3. *Aquaholic*
4. *Dream Weaver*
5. *Pegasus*
6. *Serenity Now*
7. *Second Wind*
8. *Liquid Asset*
9. *Miss Behavin'*
10. *Blew By You*



This year's list included three newcomers: *Nauti Buoy*, *Serenity Now*, and *Blew By You*, a popular racing sailboat moniker and clever word play on an old Roy Orbison song made famous by Linda Ronstadt. Two other boat

names made the list for the second time: *Dream Weaver* and *Pegasus*. All others are multi-year repeats.

To see the BoatUS list for the last 22 years as well as a list of over 8,000 boat names go to:

[BoatUS.com/boatgraphics.](http://BoatUS.com/boatgraphics)

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2012



Spring Flings

25th Sunnyland Antique Boat Fest

Tavares, Florida

March 22-25

acbs-sunnyland.com

TrawlerPort Palm Beach

West Palm Beach, Florida

March 22-25

trawlerfest.com

ACBS Spring Symposium

Tavares, Florida

March 24

acbs.org

BVI Spring Regatta

St. Thomas, USVI & Tortola BVI

March 26-April 1

bvispringregatta.org

Garvan Gardens Classic Boat Show

Lake Hamilton, Arkansas

March 30-April 1

heartland-classics.org

The 12-Meter Era in Newport, RI

IYRS Lecture, Newport Rhode Island

April 3

iyrs.org

Lake Hartwell Antique Boat Festival

Lake Hartwell, Georgia

April 19-21

acbs.org

Antigua Classic Yacht Regatta

Antigua, West Indies

April 19-24

antiguaclassics.com

Keels & Wheels Concours

Seabrook, Texas

May 5-6

keels-wheels.com

Bell Street Pier Classic Rendezvous

Seattle, Washington

June 15-17

classicyacht.org

PENMANSHIP

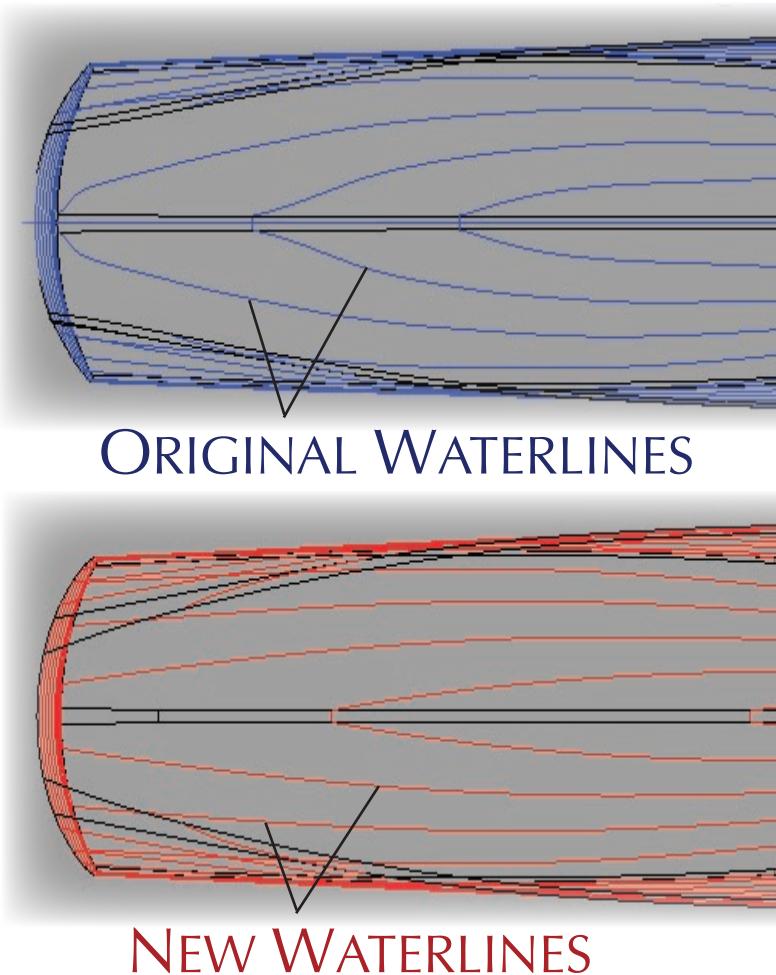
Reading Between the Lines

Many people think that a career in yacht design involves one whimsical flash of design inspiration after another, done without regard to expense or practicality. People think this because all too often modern boats are *styled* rather than *designed*, and the distinction is more than skin deep.

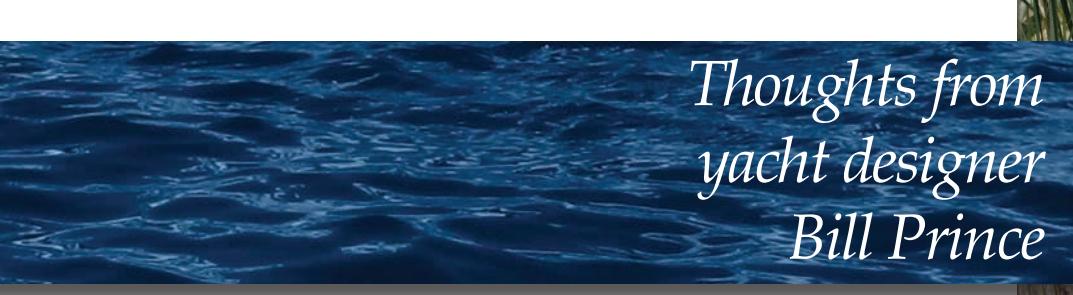
Stylists often migrate to yacht design after a stint at Reebok or Mr. Coffee because, hey, what's the big difference between a tennis shoe, a coffee maker and a hull? They're all products designed in 3D on a computer, right? *Right?*

As a result, those of us who have stuck with boats from day one frequently field calls from builders needing to...*improve...* the performance of a hull which started life between the ears of the former tennis shoe guy.

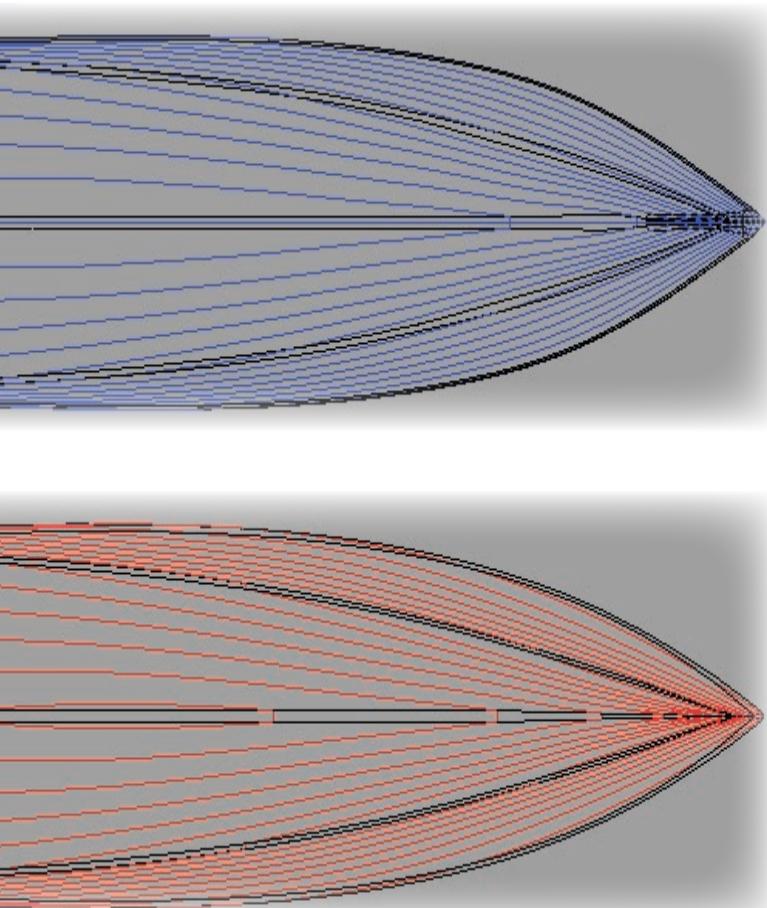
Such is the case of a 40-foot boat we recently came in to contact with. Because we did not have any hull lines of the boat as-built, we began by laser-scanning the exterior hull surfaces in order to reverse-engineer the hullform (with the builder's/



client's permission, but you can imagine how this technology can be misused!). Computer model in hand, we sliced the 3D hull shape in all the classical ways; cutting sections, waterlines and buttocks to get a thorough understanding of the hull contours. We calculated the boat's exact weight along with the prismatic coefficient, pounds-per-inch-immersion,



Thoughts from yacht designer Bill Prince



buttock angle and a whole host of other funny-sounding (but important!) nautical metrics. We determined the boat's precise longitudinal center of gravity, which is essential to optimizing any boat's performance. We measured her midship coefficient. We calculated her speed/length ratio. We know what makes her tick.

Her proportions left plenty to be desired in several ways, some obvious and some more subtle, like her waterlines.

Waterlines are the curves generated by taking slices through the hull parallel to the water. They can be generally thought of as the path water takes as it interacts with the hull bottom, creating lift and drag at speed. Straighter waterlines in the aft section of the hull mean a more efficient path along the bottom, resulting in less drag. This original hull had warp that shows up in the curved waterlines shown in blue at left, creating drag. We reduced this in the new hull shape, as can be seen in the smoother red waterlines in the figure. This improves speed, efficiency and ride, and results in a boat which looks just a bit less like a tennis shoe than before.

Bill Prince is a yacht designer and marine engineer. Over the past fifteen years his design services have been applied to boats for Hinckley, New England Boatworks, Brooklin Boat Yard and others, as well as the United States Coast Guard.

BillPrinceYachtDesign.com

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and her crew.



We decide what's cool, now.

Riva Iseo is likely to become a floating fashion accessory for influencers who love gold-coast lakes and those darting from yacht to another. Either way, this boat and passengers will hardly go unnoticed.



The new Riva Iseo is an important launch for the celebrated nautical brand due to its compact size. The new model has been devised so owners can 'live' their yacht wherever they wish; for this reason the standard version of the Riva Iseo has her own custom-made truck trailer, allowing easy transportation wherever the owner wishes to go.

INSTANT CLASSICS



28-foot
Alerion
Express

Sailboat
to ple
has co
prettie
has



We decide what's cool, now.

Boats are by nature graceful and many claim to please our eye. But the Alerion Express 28 has consistently been recognized as one of the best new boats on the water...that she also has a thoroughly modern underwater shape simply adds to her appeal.

A large cockpit and cozy cabin make the Alerion Express 28 a fine pocket yacht for weekend adventures or an impromptu after-work sail.



By preserving a traditional look topside and giving the hull a modern design below, the Alerion Express 28 offers great style and performance. A very manageable sailplan with a self-tacking jib boom is easily single-handed.

INSTANT CLASSICS



48-foot
Hinckley
Talaria

The
more
traditi

(with
Wha



We decide what's cool, now.

Hinckley Picnic Boat has been one of the more enduring new-boat offerings from any national boatbuilder over the past fifteen-plus years. The look succeeds at 48 feet (a Talaria nameplate), and that's no surprise. What does impress us is that it works so well as a family cruiser.



Set to be introduced to the public at the 2012 Palm Beach boat show, the 48 Talaria offers the overnight accommodations of a luxury sportfish with an airy main saloon/helm wrapped in an elegant stainless steel and glass aft bulkhead. The open cockpit is for living the good life, not fishing, so the boat is undeniably aspirational unless you equate the former with the latter.



MODEL HISTORY

*Hatteras 58
Yacht Fisherman
(1970-1982)*



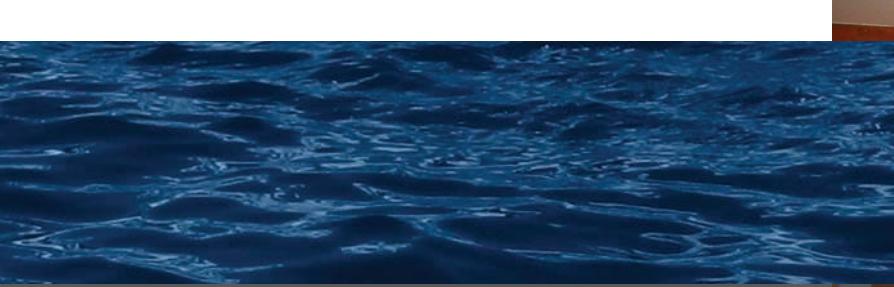
Story: Max Lingenfelter
Photos: Jason Smith

Back in the days when Americans bought almost all of their cars from Ford, GM and Chrysler, Hatteras enjoyed a similar dominance of the domestic motoryacht market thanks in large part to the brilliant Jack Hargrave design of the Hatteras 53 Motor Yacht. The 53 MY lent itself nicely to a handful of derivative layouts including the 58-foot (17.8m) Yacht Fisherman. Total production of the 53 MY and her sisters came to an astonishing 684 boats. Were these boats laid bow to



stern they would span a body of water seven miles (11.2km) wide.

The 58 YF in particular combined all the elements of a great family motoryacht; three staterooms, an airy main saloon



with a businesslike pilothouse helm, a large covered aft deck with easy access to the flybridge and cockpit. The cockpit gives the boat easy access to the water and a great increase in practicality over the standard 53 MY.

Since these boats were built with such "good bones" they are popular choices for thorough refits some thirty years after their launch. One of the best



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Hatteras 58 Yacht Fisherman (1970-1982)

LOA: 58'4" (17.8m)
Beam: 15'10" (4.8m)
Draft: 4'9" (1.4m)

Displacement: 62,500 lbs. (28,350 kg)
Fuel: 825/1,015gal.(3,123/3,842L)
Water: 250/300gal. (946/1,136L)
Designer: Jack Hargrave



refits we've seen was recently completed by Jason Smith of Alameda, California. His refit of the 1978 Yacht Fisherman *Hattitude* combines the best of the original boat—the original, unpainted interior wood joinery and open aft deck—with the best modern upgrades.



Hattitude spent 6 months on the hard at Keefe Kaplan Maritime in Richmond, CA. During that time she got a complete exterior Awlgrip Oyster paint job and a tasteful new teak cap rail was installed in



the cockpit. Underwater lights, a feature not available when the boat was built, were installed along with an extended swim platform. Smith replaced the turbos on the Detroit Diesel 8-71 TIs and had the stabilizers rebuilt.

The impressive custom upper and lower helms include digital gauge clusters and a comprehensive package of all the latest electronics. Each of the yacht's systems were replaced, including the heads, bilge pumps, watermaker and shower sumps. All new interior and exterior soft goods,

Old and New: The flybridge helm, opposite, was completely overhauled; it looks clean and modern. The new fireplace fits nicely in the saloon and conceals an LCD television.

mattress and window coverings start things off in the accommodations, complimented by all new galley appliances and a washer/dryer.

And to finish things off, a custom electric fireplace was fitted in the saloon, with an LCD TV concealed on a lift behind it.



All in all, this is one fine example of a properly-updated classic Hatteras. While the boat is on the market, Smith says he has reservations about letting her go. Like a well-restored classic American car, its easy to form a bond with a great boat.



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Stearns Happy Hooker

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Tackle

Our Picks for the 2012 Boating Season

The Lewmar V700 is a compact, stainless steel windlass designed for power and sail. The elegant, low profile design makes windlass an attractive and safe option. The "FallSafe" gypsy lock takes the load off the gear train while at anchor and also prevents accidental deployment while underway. It's easy to install with two round cut-out holes and includes pre-fitted mounting studs. The V700 includes a heavy-duty, 316 stainless-steel control arm and stripper. \$839



Lewmar V700



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Rocna anchors combine a chisel tip, roll-bar, and skids to dig in straight and bury rapidly, typically within one meter, even in thick weed and kelp. The Rocna's folded fluke geometry resists wind and current shifts and doesn't easily trip out upon load reversal. \$330 to \$3,579 for 23-foot to 148-foot vessels

Danik Anchor Hook

This thing is perfect for attachment to a bow eye or sand spike. This combo carabiner/cam cleat eliminates the periodic hassle of correcting and retying your beach or anchor line. Just pass the line through the cam cleat and pull tight.

Made of 304 stainless steel. For boats to 6,000lbs that anchor in protected waters. For use with 3/8"-5/8" line. Holds up to 8,000lbs. Check your line specifications for suggested work loads and applications. \$40



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Story and photos:
John Fairburn



Rescue Me

*The Diana White, A British lifeboat that
searched for survivors of the 1979 Fastnet
Race disaster, has been refit to cruise New
Zealand's waters in ultimate safety.*



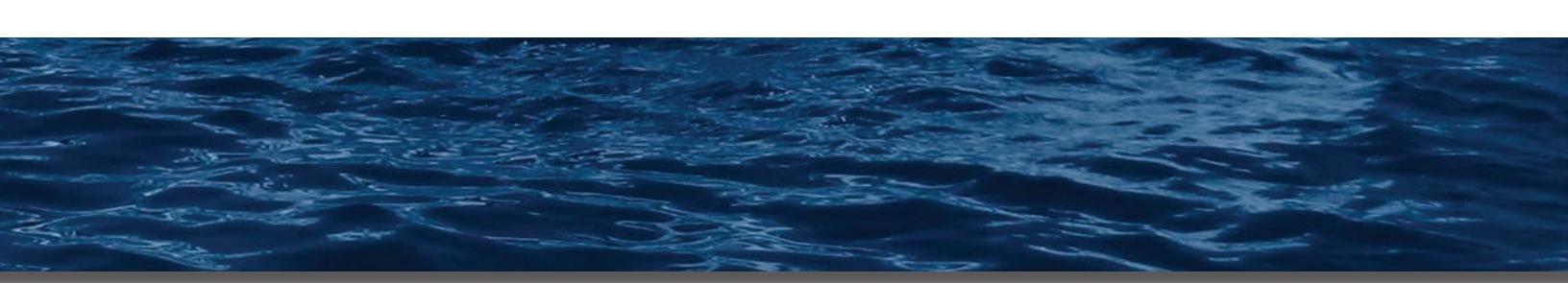
The Rother Class lifeboats came from the Oakley Class which was introduced in 1958, the first of the modern generation of self-righting lifeboats. They were named after the Royal National Lifeboat Institute (RNLI) naval architects of the time. In all, 40 Oakley/Rothers were built.

Diana White was built by William Osborne at Arun Shipyards, Littlehampton in 1973. She has all the good lifesaving and seagoing features that have been developed by the RNLI since the late 1700s. She was named *Diana White* after the lady

who donated most of the ninety five thousand pounds it cost to build her in 1973. Upon completion the vessel was officially launched by British royalty.

The Rother class vessels like *Diana* had a lot more cabin than their Oakley predecessors as well as a proper wheelhouse. At the time these were the only lifeboats that could be launched in 4 ways; from an afloat berth; on a carriage; down a slipway; or across a beach on skids.

Diana White was out searching for survivors in the 1978 Fastnet Race



disaster. She took on mountainous seas—reportedly up to 60 feet (18.3m)—with over 85 knot winds when going to the assistance of a larger lifeboat that got trashed.

The most famous rescue *Diana White* performed was to an Icelandic cargo ship where a helicopter managed to pluck just 3 of the 11 crew. *Diana* circled around 8 times, occasionally hitting the ship's rudder and picking

up the 8 remaining crew. *Diana's* crew all received silver medals from the President of Iceland after the successful sortie.

Interestingly, although all Rother class vessels have initially been rolled over in self-righting trials, none have so far rolled in service. The hull is triple skin mahogany with oak timbers and steel over the top of the oak in the fore and aft



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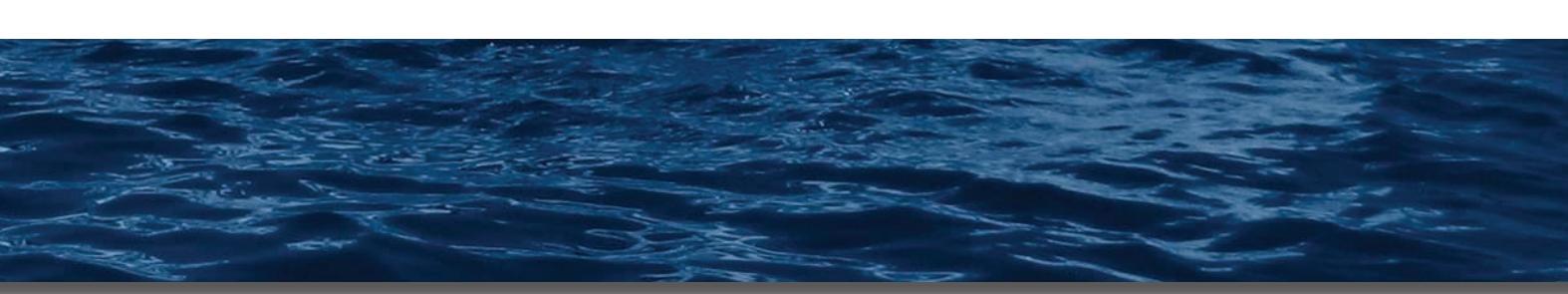
The keel is a 2 ton steel bar while the wheelhouse and cabin are aluminum for strength and lightness.

Diana was stationed at Sennen Cove in the UK for 17 years from 1974 to 1991, then from 1992 to 2000 served at Sumner Christchurch, New Zealand. After her service ended I selected her as the ideal cruising yacht, for several reasons.

With a double-ended displacement hull, 2-ton steel keel and sealed flotation in her wheelhouse roof, she is not easily broached. The vessel will self-right in 3 to 5 seconds.

The engine room has watertight bulkheads with shut-off valves in the air intakes. The engines automatically idle when past a certain angle of the dangle. There are 9 separate watertight compartments throughout the vessel.

On the rear wall of the wheelhouse there's a special triple-edged tool of Viking heritage that's used for cutting rope off propellers through special access ports in the propeller tunnels. There are 8 self-drainers direct through the wheelhouse deck, through the hull bottom. The emergency tiller, when fitted, automatically disconnects the wheel steering system.



A 'Wave Subduer' pumps oil onto the ocean, smoothing the surface to enable easier rescue (not that we'll need it anymore--hopefully--but it's an interesting vestige of her earlier days).

Two 23" (585mm) diameter propellers for good thrust, well hidden and protected in tunnels for safety of people in the water and ensuring shallow water access.

Diana White's Specifications:

LOA: 37'6" (11.4m)

Beam: 11'6" (3.5m)

Draft: 3'7" (1.1m)

Displacement: 14 tonnes

Max. speed: 9 knots Cruise: 7 knots

Power: 2 x 4.25 liter, 4cyl. Ford / Thornycroft diesels producing 52hp (39kw) each at 1750 rpm. for a total of 104hp (78kw)

1953 27' SHEPHERD EXPRESS COMMUTER



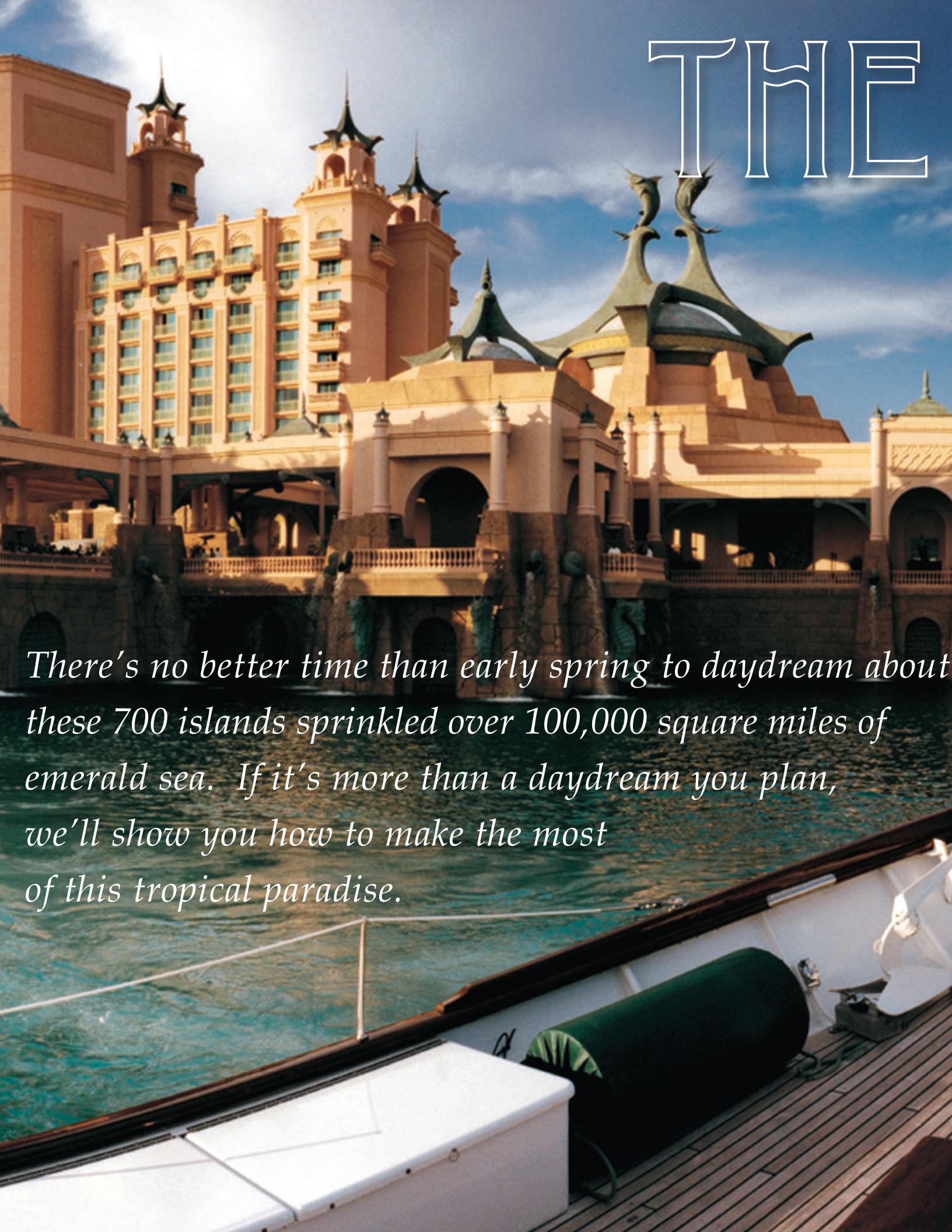
Original twin Chrysler Crown M47S V-drives upgraded with fresh water cooling, bronze rubber impeller raw water pumps, and electronic ignition.

This well built, well taken care of classic was completely rebuilt in 2006 with no system untouched. Professionally maintained, with recent replacement of the fore deck and aft deck (engine hatches). All exterior varnish stripped and recoated with 15 coats of hi gloss varnish. All hardware was rechromed. The boat has an adjustable removable bimini top enclosure, with a removable aft bimini that will cover the entire cockpit, and complete isinglass panels for all openings. A full boat storage cover is also included.

This fine vessel, with very low hours since rebuild, is located in Jupiter Florida and is offered for \$ 150,000.00

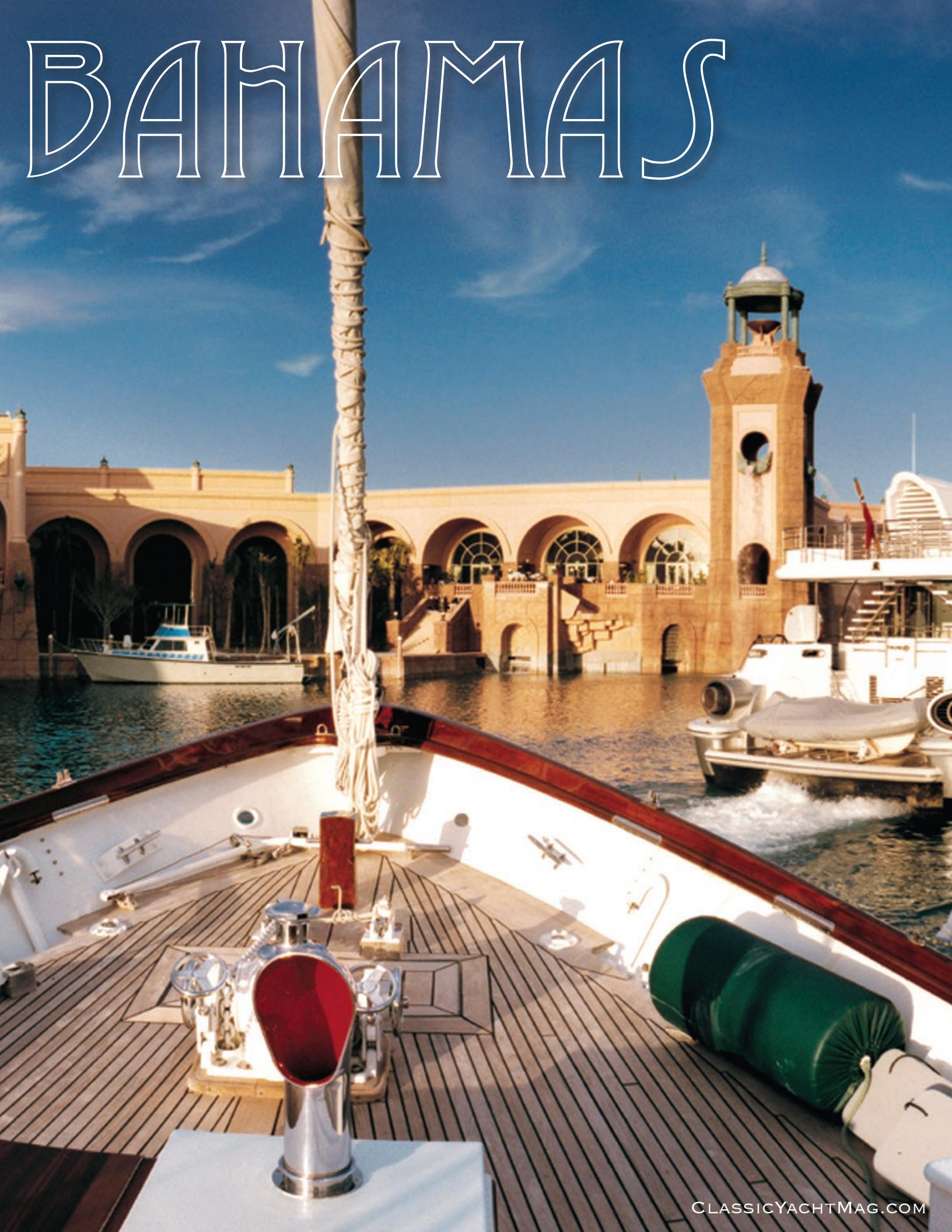
Please contact Doug Glazer for more info 954-303-4349 or gdouglieg@aol.com

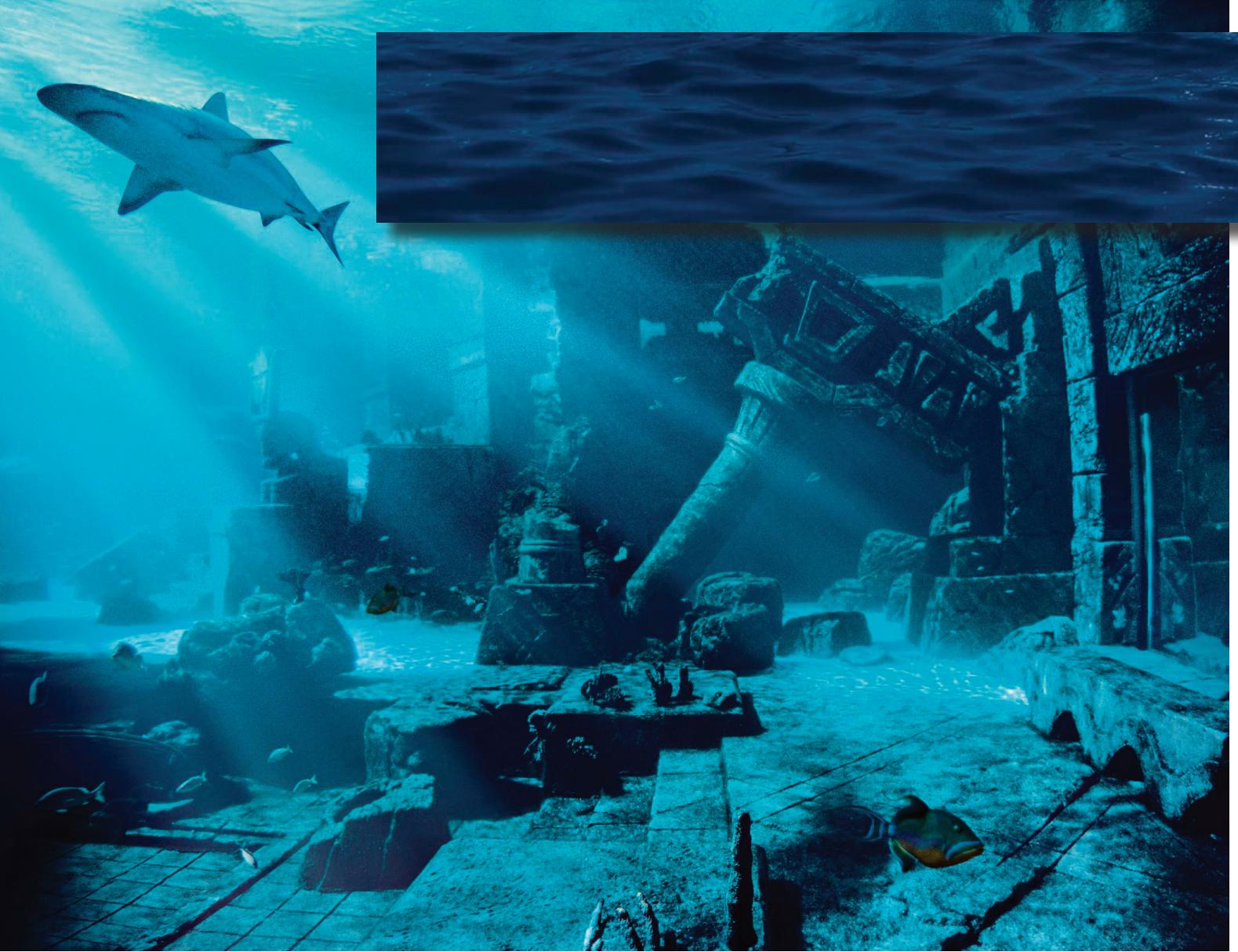
THE

A photograph taken from the deck of a boat, looking across a body of water towards a large, ornate hotel complex. The hotel features multiple towers with red roofs and green domes, and a prominent entrance with a green roof and spires. The architecture is a blend of traditional and modern styles. The water in the foreground is a clear, turquoise color.

There's no better time than early spring to daydream about these 700 islands sprinkled over 100,000 square miles of emerald sea. If it's more than a daydream you plan, we'll show you how to make the most of this tropical paradise.

BAHAMAS





The famous lighthouse on The Abacos. Bonefishing in Andros. Sailing through the beautiful Berry Islands. Blue holes in Long Island. The luxury and nightlife of Nassau/Paradise Island. Each of the 700 islands of The Bahamas is full of captivating experiences, whether by sea, land or sky. Herewith we present a few of the underwater and seaside adventures and attractions.

Out Island Adventures

Exuma Powerboat Adventures: For a one-of-a kind daylong adventure,

hop on board a high speed powerboat from Nassau to the Exuma Cays. The first stop is Allan's Cay where dragon lizards up to four feet long wander the terrain.

Next, visit a private island to snorkel among immaculate reefs, feed sharks and stingrays and enjoy a nature walk up to the island's peak. After working up an appetite, grab a barbecue lunch complete with an open bar.

Visit www.bahamas.com for more information

Valentine's Dive Center: Explore coral reefs, grottos, underwater blue holes, or take high speed drift dives as well as wall and wreck dives through Valentine's Dive Center, located on the West side of Harbour Island. Dives, snorkeling trips, kayaking and private charters are offered daily. Also available to rent are underwater scooters and cameras, in addition to digital stills and videos.

valentinesdive.com

Keefe's Undersea: Swim among the dolphins or explore the exquisite reefs of Bimini by diving in the island's crystalline-blue water. Visible from shallow water, snorkel above the mysterious underwater formation, "Bimini Road," claimed to be part of the lost continent Atlantis. Various family-friendly snorkel, dive and dolphin packages are offered throughout the year.

biminiundersea.com

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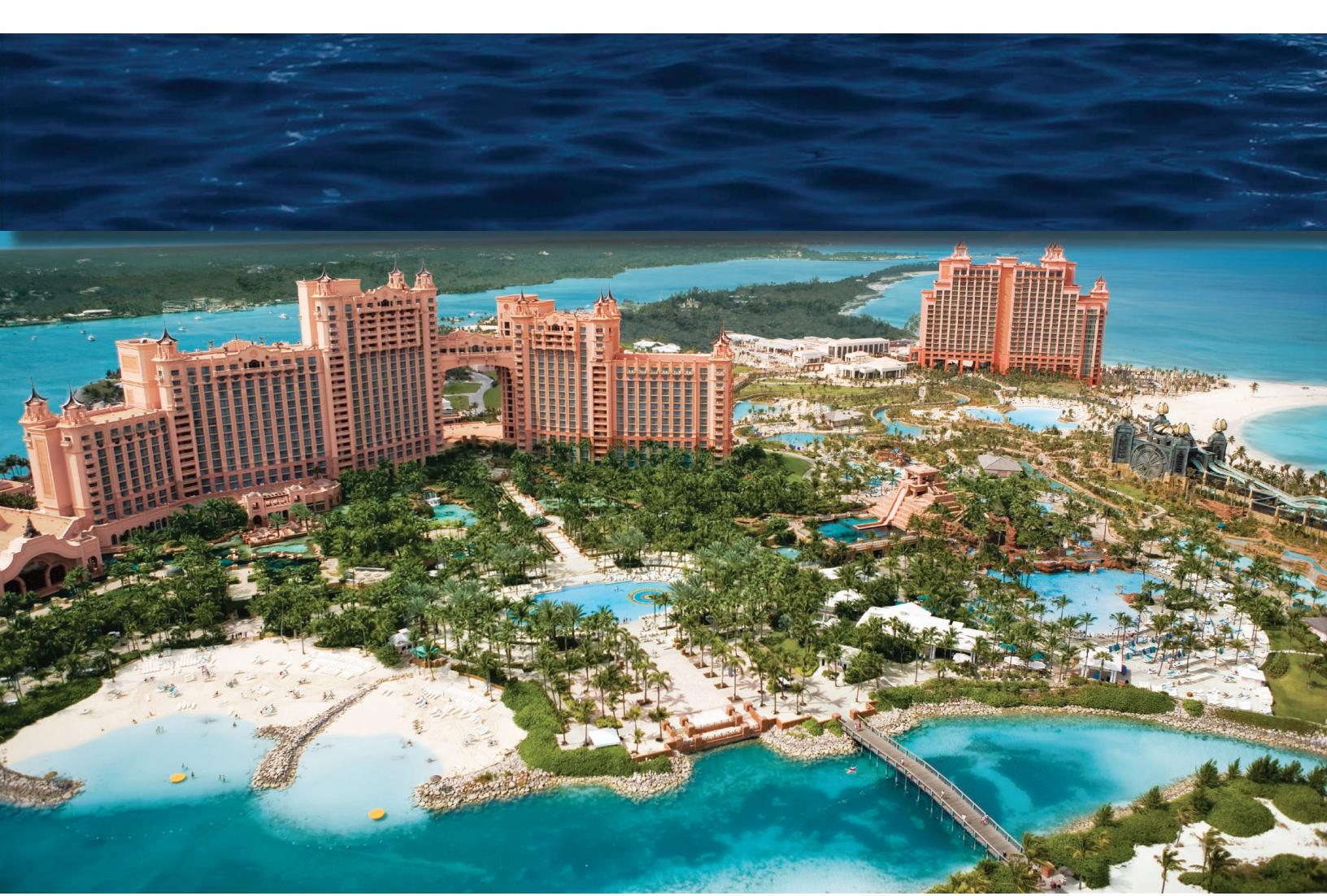
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Brendal's Dive Center: Explore the underwater world off of Abaco with Brendal's Dive Center. Swim through coral catacombs, sand channels or dive a fascinating wreck. For a true island adventure, take an all day dive, snorkeling, sailing, or fishing trip-complete with a picnic lunch on a deserted beach. For those looking to stay dry, glass bottom boat excursions are also popular pastimes.

brendal.com

Small Hope Bay Lodge: Found on Andros, the largest island in The Bahamas, Small Hope Bay Lodge

provides scuba diving, snorkeling, birding, fishing and ecotour adventures to best suit guests' vacation experiences. The Nature Hike Birding Tour introduces visitors to exotic birds such as the Key West Quail Dove, the Great Lizard Cuckoo, the Bahamas Yellowthroat, and the Greater Antillean Bullfinch.

smallhope.com

Starfish-Exuma Activity Center: Sea kayaking, cycling, snorkeling, or even renting small sailboats are just some of the adventures that await at the Starfish-Exuma Activity Center, which specializes in eco-tours and



educating guests about Out Island sea life. Tours include the Marine Adventure Trip, the Harbor Eco/Naturalist Tour, or the Stocking Island Hike, where stromatolites, the oldest living organism in the world at more than 3.5 billion years old, are located for a peek.

kayakbahamas.com

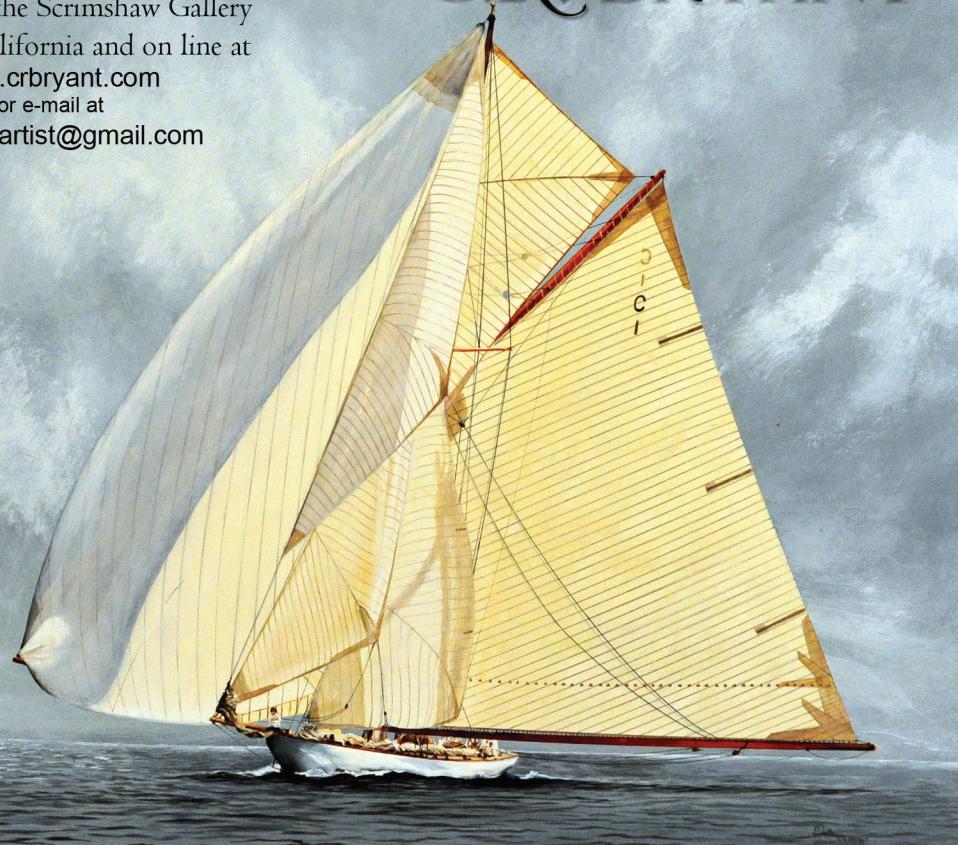
Grand Bahama Island Adventures

Kayak Nature Tours: Grand Bahama

Island is home to magnificent sea life and a myriad of indigenous plants and flowers. The island's many national parks are a popular locale, as well as the various outdoor and soft adventure programs. Kayak Nature Tours offers a different perspective on the island's natural settings, exploring winding canals and hidden beaches. Several kayaking adventure tours are available which include lunch, transportation, all equipment and an

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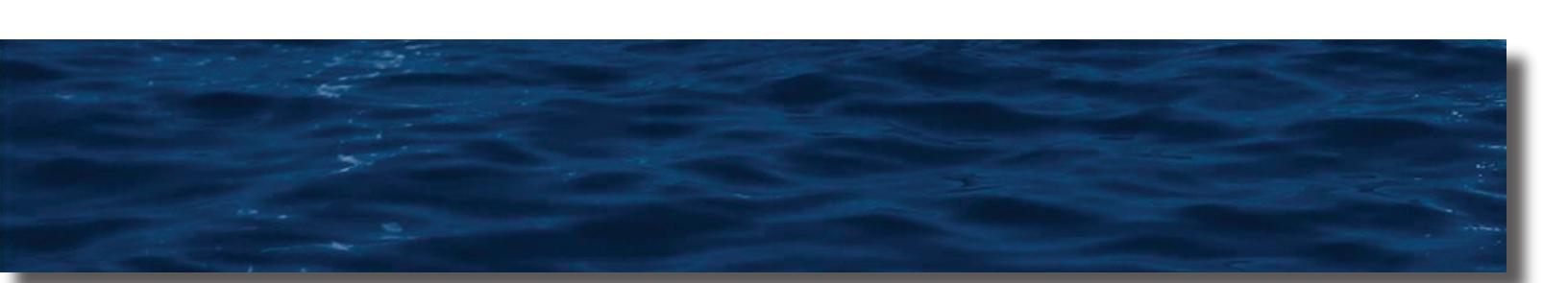
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experienced guide who shares the history and ecology of the island, as well as spot local wildlife such as the blue heron and the endangered hawksbill turtle. Kayak through dense, interconnected mangrove tunnels that open onto wide ponds filled with exotic marine and bird life. Along the way, cross a large Blue Hole that forms the entrance to an underwater cavern, a favorite sheltered spot on Grand Bahama Island. Finally, hike through Whiteland coppice to Gold Rock Beach one of the Island's most beautiful and picturesque spots for a picnic and a swim.

grandbahamanaturetours.com

Dive Stuart Cove's: Dive Stuart Cove's, Nassau's popular dive center, boasts snorkeling, scuba diving and one-person subs. Scuba dive on Nassau's exquisite walls and colorful reefs, the James Bond wrecks and also underwater sites featured in recent movies. Stuart Cove's also offers shark diving for added thrills.

stuartcove.com

Blackbeard's Cay: A 25-minute boat ride through the crystal clear waters

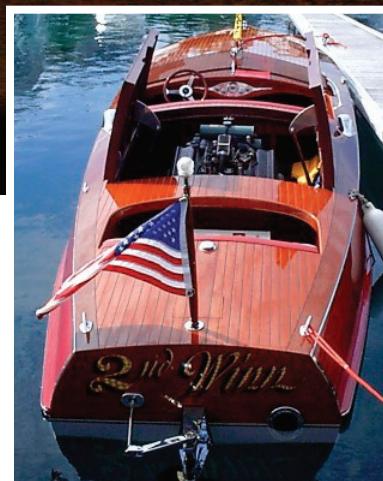
of Nassau Harbour is all that keeps travelers from this tranquil little island named in revere of the most feared pirate to ever visit the Caribbean, Edward Teach, a.k.a. "Blackbeard." The island offers sunbathing, volleyball and basketball, and a first-class "Stingray Adventure Program," whereby visitors meet stingrays face-to-face, join in the feeding program and more.

bestonbahamas.com

Snowed in up to your eyeballs? Finally convinced that man-made global warming is a sham? Do you need to see the sun before May? It might be time to get away. The 700 islands of The Bahamas attract visitors with world-class diving and fishing, beautiful turquoise water and miles of picture perfect beaches. Island-life, from the vitality and entertainment of Nassau/Paradise Island and Grand Bahama Island to the laid-back lifestyle of the Out Islands, comes in a variety of flavors for discerning travelers yet draped in one colorful Bahamian backdrop. With no snow.

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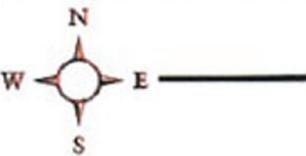
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ACROSS THE POND

Story: Rob Melotti

If you're thinking of changing careers or trying to decide what to do in life, stop and ask whether there's a career waiting for you doing something you truly love - powerboating.

There are more than 6,000 superyachts afloat globally - 80% of which are powerboats - all of which need crew. There are over 200 RYA-recognized sea schools specializing in powerboat tuition - all of which need instructors. Every day of the year, there are deliveries taking place and charter skippers being paid for doing what they love...So what's stopping you?

Dreams Meet Reality

For boating novices there's good and bad news. The good news is that if you can afford the time and expense, you can get the qualifications needed to go all the way to the top - captain of a superyacht; delivering vessels all around the world; teaching jet-skiing in a tropical paradise - whatever you imagine 'the top' to be, you can get the certificate.

The bad news is that qualifications are just the tip of the iceberg. Boating

experience is like the rest of that iceberg's mass lying beneath the surface of the water to keep you floating the right way up no matter whatever gets thrown at you. Also, personal contacts or recommendations are still the foundations of the professional powerboat industry.

So where do you start? First of all you need to clarify your hopes and dreams into a set of achievable goals. Then you need to examine the available entry points into the profession(s) and decide how much you want or need qualifications.

What Careers Are There?

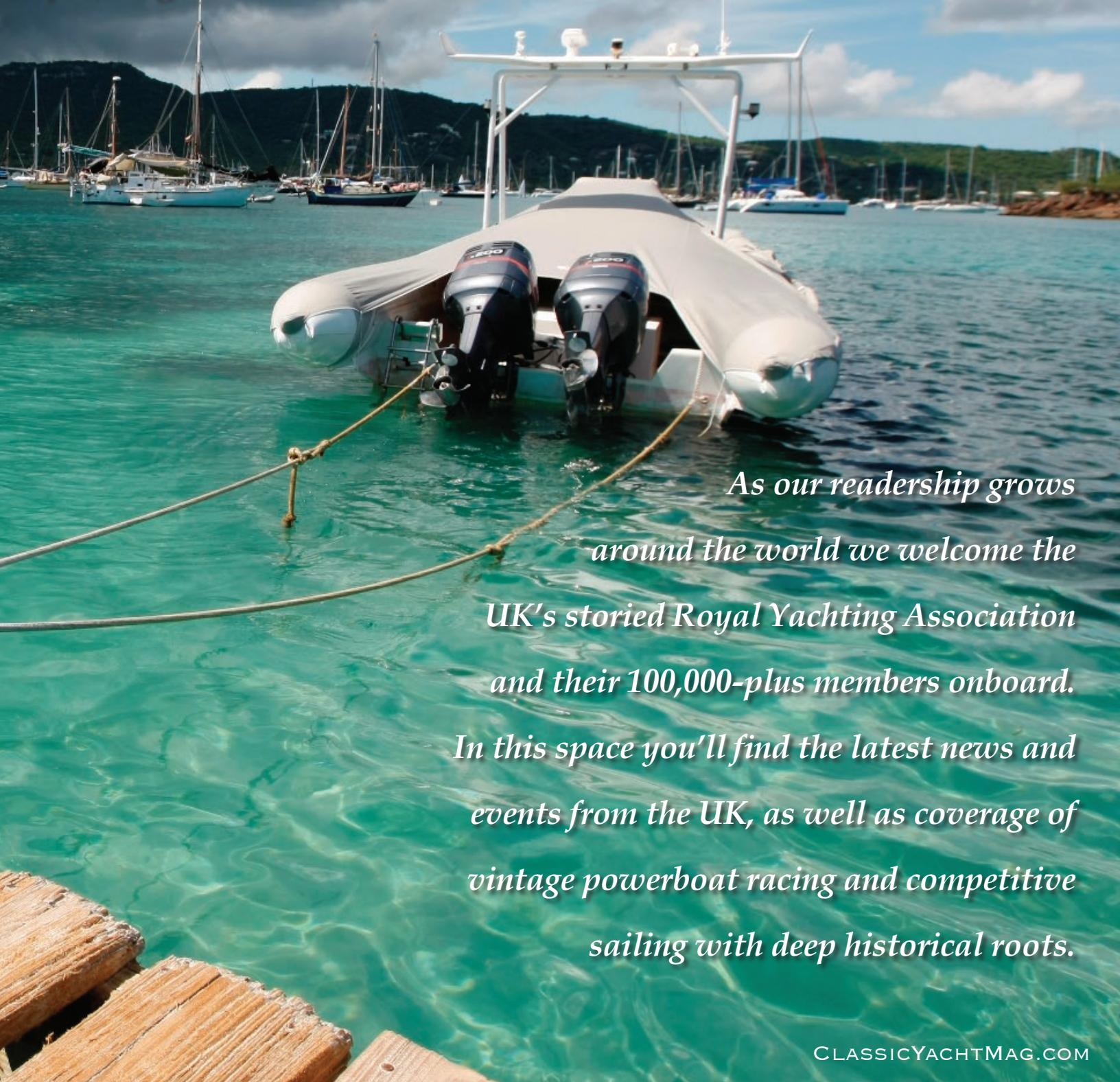
To earn a living in powerboating there are only really a handful of properly defined careers: instructing, delivery, charter and the various superyacht positions. Many of the professionals out there do bits of all four and won't think twice whether the boat has sails or not. Specialization has its place - engineers in particular take note - but good all-rounders are worth their weight in gold.

*News from the
Royal Yachting
Association*



Get a Career in Powerboating

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UK's storied Royal Yachting Association
and their 100,000-plus members onboard.*

*In this space you'll find the latest news and
events from the UK, as well as coverage of
vintage powerboat racing and competitive
sailing with deep historical roots.*

ACROSS THE POND

Instructing

Powerboat instructing with an RYA qualification is a fairly straightforward and risk-free route into a career in the industry. There are around 1,200 RYA accredited schools that need powerboat instructors year-round, both in the UK and around the world, and qualifying won't break the bank or even require you to give up your current day-job. Furthermore, the association's instructor

training scheme is designed in such a way that newly qualified candidates without actual teaching experience are able to gain employment.

However, most RYA schools teach both sailing and powerboating and will hire few, if any, powerboat-only instructors (unless you are prepared to take the Dinghy Instructor's course once you're in the door). There are just 200 or so accredited specialist powerboat schools, so think carefully about what else you can offer a potential employer.

Alternatively, the British Sub-Aqua Club (BSAC) offers a range of instructor qualifications, while opportunities to learn and work informally are also available.

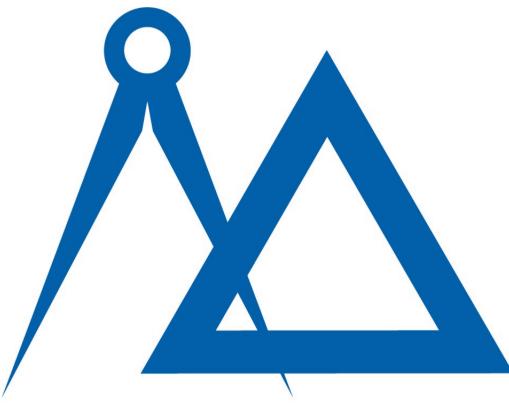
How long will it take?

With full-time dedication, a total novice can become an RYA instructor in less than a year and for experienced pilots, qualifications can be obtained in weeks for just a few hundred pounds, or around \$500.

Minimum RYA Requirements

In order to take the basic instructor's





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ACROSS THE POND

course that qualifies you to teach beginners, you must be 16 years of age and be a competent, experienced powerboater with RYA Level 2 and First Aid certificates. Competence is assessed prior to starting the three-day instructor's course and schools will look for at least five seasons' experience of powerboating, or one season as full-time work.

Pay and conditions

Pay often starts at minimum wage and many are forced to work every hour they can get in order to make ends meet, earning around £250 per week, or \$400. However, if you view this as an apprenticeship, the more hours you put in, the quicker you can progress beyond this point. Further training is often provided free or at a reduced rate and with your foot in the door you begin to gain a reputation, make contacts and accrue that all-important experience.

Charter Business

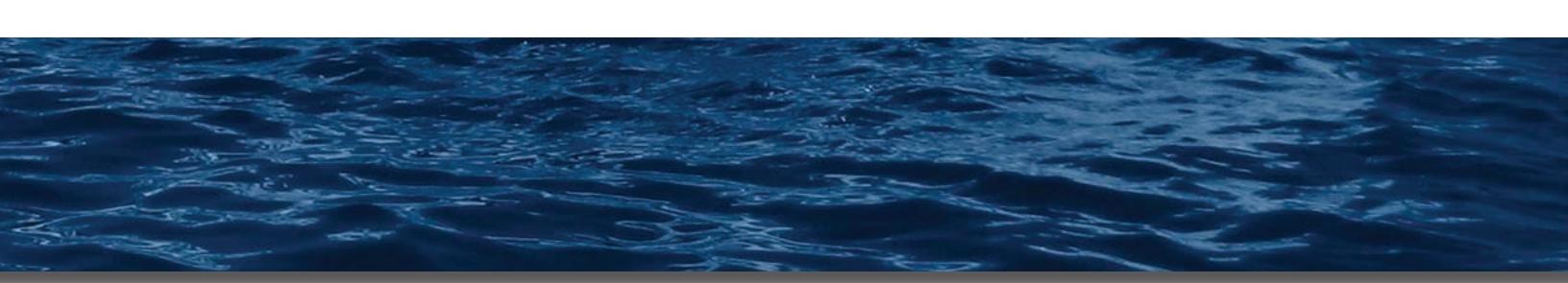
The MCA – the UK's maritime authority – insists on certain standards for boats being offered for charter, just as they insist the skipper taking out passengers is of a certain standard. There are three routes within the RYA programme to get



qualified as a charter skipper; only two of which lead on to MCA qualifications for skippering yachts over 24m (78 feet) in length. Deciding which to take depends on how much you know already and the extent of your career ambition.

Absolute beginners

For absolute beginners, learning the basics with a club or with family and



friends should be combined with the first steps in the RYA Powerboat Scheme – RYA Level 1 or Level 2 certificates, each of which is a two-day course costing around £150 (\$235) – or a week's course known as Competent Crew, which is the start of the RYA Sail Cruising or Motor Cruising Scheme.

The benefits of following the Powerboat Scheme are that you can start at a young age, and the courses are short and relatively cheap. But bear in mind that if your ambitions extend to chartering more than 20 miles from a safe haven or skippering a superyacht, you will need to switch to either the Sail or Motor Cruising scheme, build up a considerable quantity of sea miles and get a Yachtmaster certificate or continue on up to the MCA Officer of the Watch certificates.

Experience counts

If you have contacts and experience and you want to turn it into a job on the water you could be as little as a weekend's course away from making it happen.

RYA Level 2 is, these days, the ground level certificate for working behind the wheel of a powerboat. Even five-

times world champion and yachtsman of the year Steve Curtis was required to take the course back in 2004 before being permitted to drive any boats at the Southampton Boat Show. So, for the rest of us, getting seasonal work, such as operating a harbour launch or a runabout for a marina or boatyard, is certainly within reach!

In fact, the range of permitted commercial activities for Level 2 holders is greater than you might think. The MCA 'Red' code of practice permits commercially endorsed Level 2 powerboaters with just one year's experience to take a vessel up to 24 metres long (78ft) with a dozen passengers up to three miles from a 'nominated departure point for sport or pleasure' – in good weather and daylight. You'd have to be pretty creative to turn a profit under those sorts of restrictions but in an interesting harbour with wealthy clientele, it could just work!

Taking the next few steps up to Advanced Powerboat (with a commercial endorsement) will permit you to expand your radius to 20 miles from any safe haven with no daylight or weather restrictions. This is enough freedom to

ACROSS THE POND

Profile: Simon Nuding, Founder/MD of Rib-it Powerboat School and Charters, Lymington.

Thirty-one-year-old Simon Nuding runs a successful RIB charter business out of Lymington. His company Rib-it owns four and manages a further two high-speed machines employing two full-time members of staff and between 15 and 20 casual skippers throughout the season.

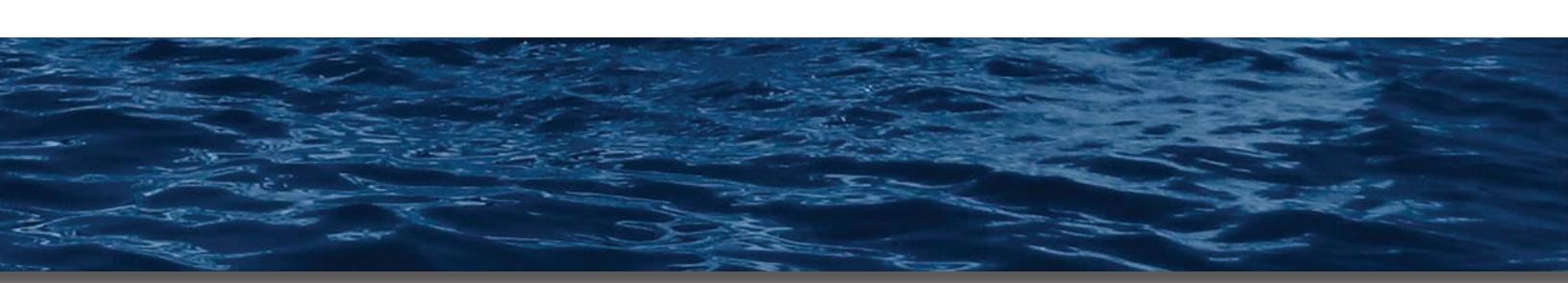
"We're always looking out for skippers," he says. "There are a lot of opportunities for qualified instructors and skippers in the Solent – even just in Lymington there are a lot of boats. We recently helped another bigger company provide 33 RIBs for a single day's event. Throughout the summer we're offering £100-£120 per day (\$160 - \$190) – often these guys are able to fit in two jobs a day. It's a great lifestyle – always out on the water, living locally and taking home £800-900 a week (\$1,250 - \$1,400) in high season.'

With three or four years' experience powerboating and sailing with family, friends and at his local club, Simon took his RYA Level 2, Yachtmaster theory and Advanced Powerboat certificates in the same year, followed quickly by his basic instructor's certificate and eventually the Advanced instructor's qualification. "It's possible for someone with experience to get all of those qualifications in a couple of months. But beyond the legal requirements I'm always looking for personality. Being a skipper is not just about sitting in a boat. The perfect skipper is doing something he or she loves. You can't teach someone the right manner or exuberance for the job – they either have it or they don't."

skipper a charter boat offering anything from high-speed experience rides, parascending and sea angling to camera boats for photographers, TV and film crews. Combine it with an instructor's certificate and an RYA Powerboat School endorsement and then get busy marketing yourself.

Bigger Boats and Further Afield

Although the Powerboat Scheme doesn't limit you to small boats, there are different skills and qualifications needed for travelling more than 20 miles from a safe haven, which are covered in the upper reaches of the Sail or Motor Cruising Scheme. At this level, if you



have no knowledge of sailing and never intend to sail, then look for motorboat schools offering the Motor Cruising scheme. The course costs more than the sail scheme (due to the price of the fuel used) and, like taking your driving test in a car with an automatic transmission, you are not qualified to skipper a commercial charter on a sailing vessel.

Career-wise, it has to be said that there are many more jobs skippering sailing

vessels in the mid-range charter industry - the majority of Mediterranean and Caribbean charters are sailing vessels with enough qualified skippers on hand to cover the powerboat requirements without needing specialists.

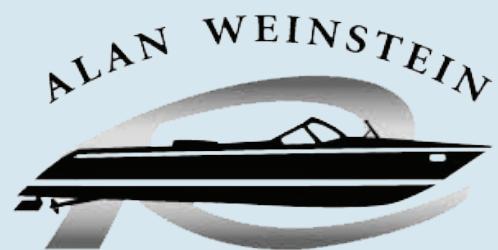
Superyachts

"To earn a good living afloat, you really need to get into the superyacht industry," according to Sue Pelling author of *Sail for a Living*, a new book on careers

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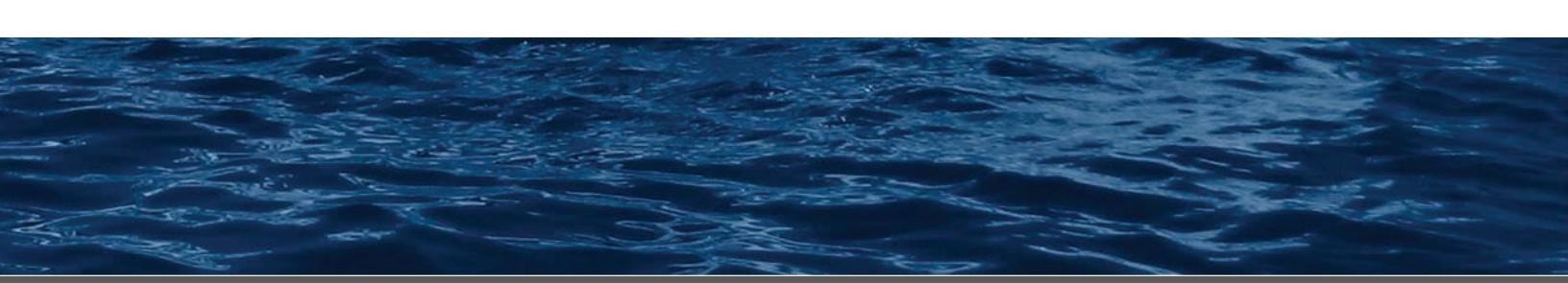


in the marine industry. The world's fleet of superyachts has in fact outgrown the supply of experienced crew. Training new recruits is therefore one of the marine industry's main growth areas, while the industry has been forced to offer multiple entry points, rotating contracts (to allow key individuals time off rather than causing burn-out), job security and real opportunities for promotion and personal advancement.

The basic qualification is a set of four safety courses known collectively as STCW95. All four can be taken in

a week at any number of training establishments worldwide for about £850 (\$1,300). There is more scope for specialization on board a superyacht – chefs, engineers, silver-service standard stewards and stewardesses need not be qualified to drive the boat or navigate – however, all-rounders will be retained more readily in the low season.

Entry-level Deckhand and Hospitality positions will be advertised at training schools, on superyacht websites and filled by word of mouth, on recommendation and by personality. Pay varies



but should start on or about £250 (\$400) per week (room and board included).

Jess Harrison, a member of the three-strong Industry Guidance Team at the UK Sailing Academy (UKSA) in Cowes helps prospective students choose the right course or courses for their ambitions and then feeds the job opportunities out via the UKSA website.

"I was asked if I could provide a deck-hand with kitesurfing and carpentry skills recently," she said. "And I found

someone who fitted the bill. There are a lot of opportunities for people with watersports skills. Get your STCW then apply for positions that specify watersports as an advantage."

The route to the top deck is considerably more structured but salaries for First Mates and Captains regularly exceed £50,000 (\$78,500) per year. The UKSA offers a three-year cadetship course starting with a six-month intensive mile-building period to get candidates up to Yachtmaster Offshore level.



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They then head out into the world for a year to get hands-on experience on board ship, followed by further studies and MCA exams.

Skippers employ a First Mate as deputy. Second Mate and bosun are in charge of the deckhands doing anything and everything. Inside staff include Steward/stewardess, waiters etc; sommelier and chef; electronics officer and engineers.

Yacht Delivery
Without contacts and experience, this avenue would appear to be a closed shop. Face it - if you were the proud owner of a boat that needed sailing on your behalf, would you



trust someone new to the industry over someone with hundreds of thousands of miles' experience?

However, there are apprenticeships with established companies, you can crew to gain experience or you can simply start up your own business and hope you've got enough luck and nous to make it work. Websites such as CrewSeekers, CrewMatch,

GlobalCrewNetwork and others all list delivery jobs and if you're willing to pay your way and travel at short notice, who knows where you might end up?

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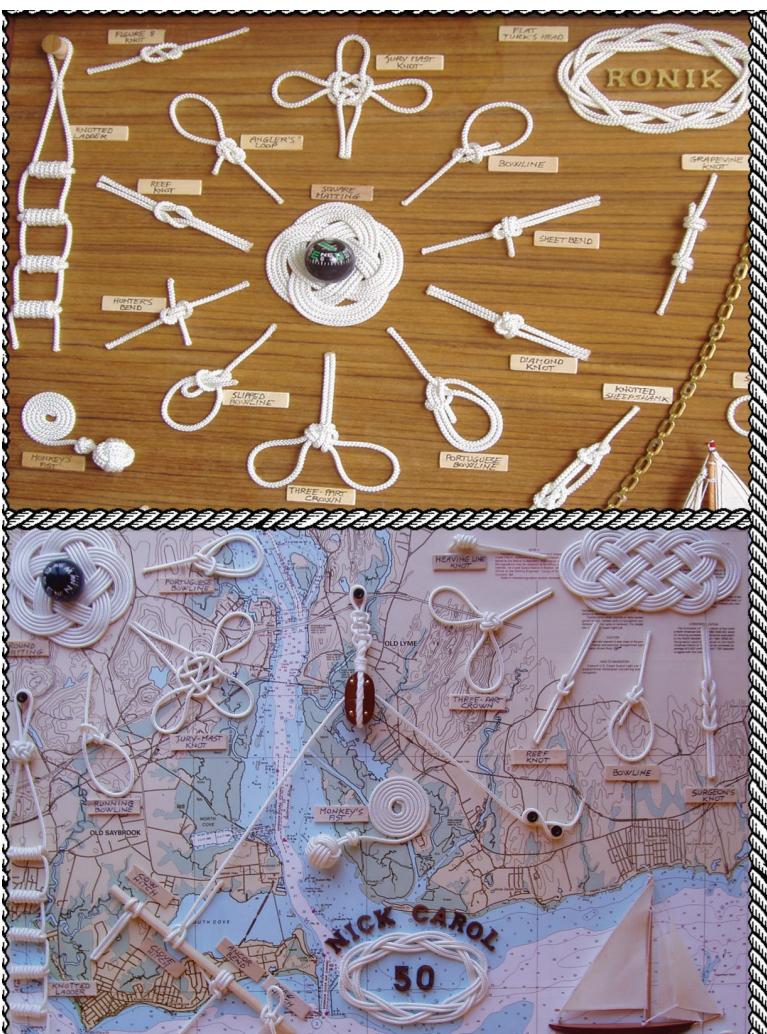
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MUSEUM CRAWL DOU

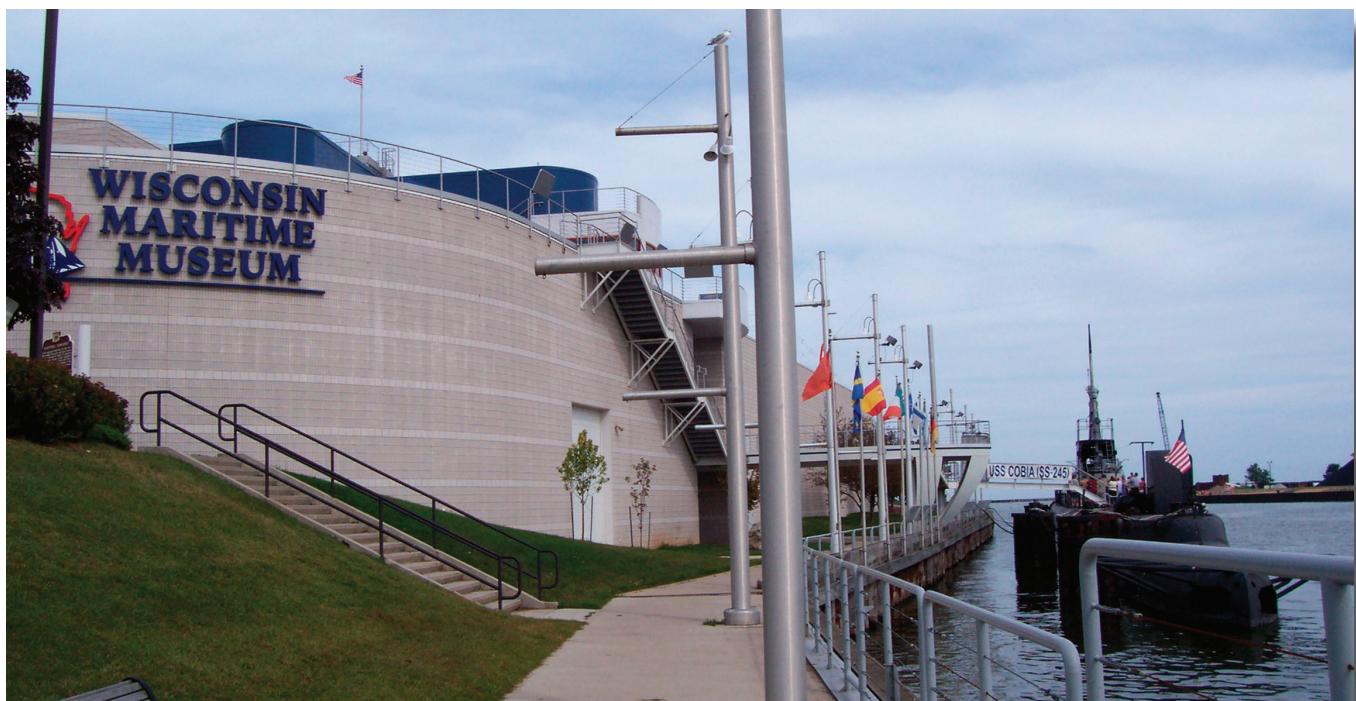
The Wisconsin Maritime Museum, a Smithsonian Affiliate, is the largest maritime museum on the Great Lakes. Its collections and exhibits preserve the maritime history and heritage of the Great Lakes. It is well-known for its collection of fine Wisconsin-built boats from builders like Cruisers, Burger, Melges, Carver and others, disparate operations each with long-standing ties to Wisconsin.

Interactive exhibits include the Children's Waterways Room with working replica of the Sault Ste. Marie locks and a sportfishing simulator and aquatic environmental exhibit. Its adult and youth

education programs cover Great Lakes history and topics including the environmental challenges facing Wisconsin's unique resource — the largest watershed in the world, the Great Lakes Basin.

With its beautiful, light-filled concourses, impressive galleries, archives, and library on Lake Michigan at the Manitowoc River, the museum is a "must-see" destination. It is open 7 days a week, year-round, except for Christmas and Thanksgiving.

Visit wisconsinmaritime.org for information about hours, tours and special events, many of which are scheduled throughout the winter.



We visit the Wisconsin Maritime Museum,
then Glasgow's Riverside

BLE FEATURE



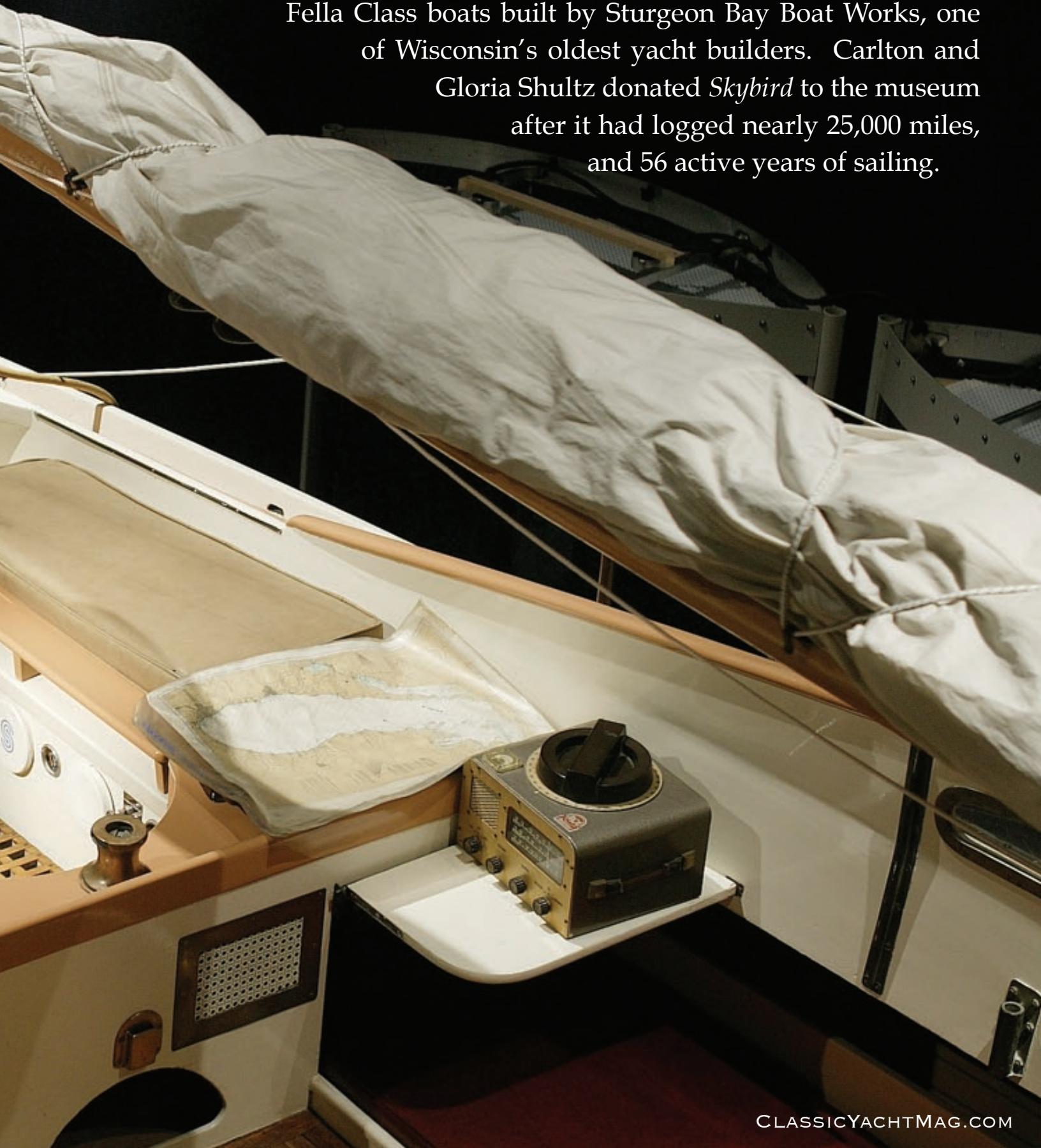
Story: Norma Bishop

Photos: Wisconsin Maritime Museum

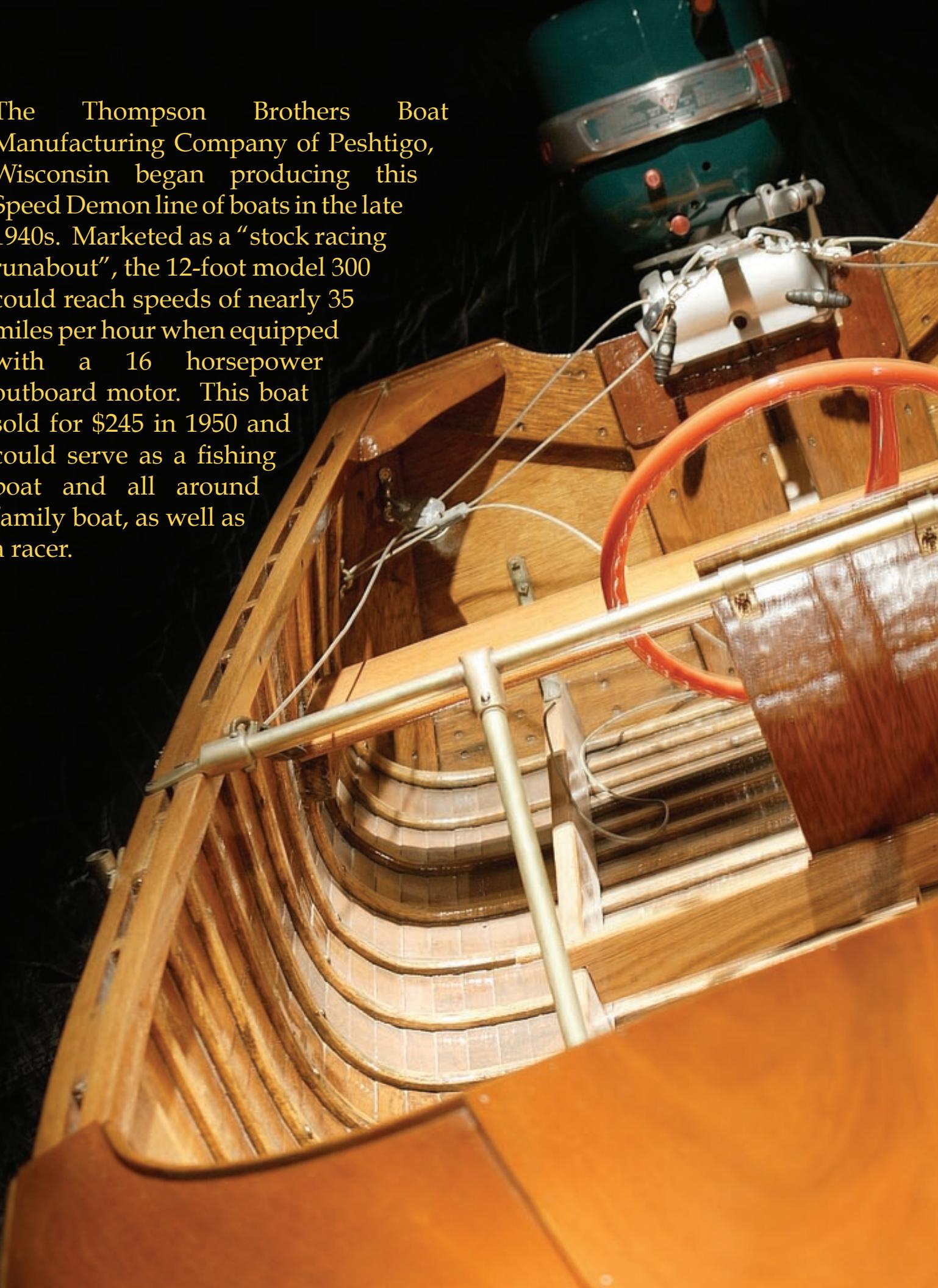
Lady Isabel exhibits the fine craftsmanship and attention to detail that have made Wisconsin yachts world famous. It was designed by naval architect Edson Schock, who designed over 300 boats in his 50 year career, and built by Burger Boat Company. This "express cruiser" is built of white oak frames and cedar planks with a canoe stern.

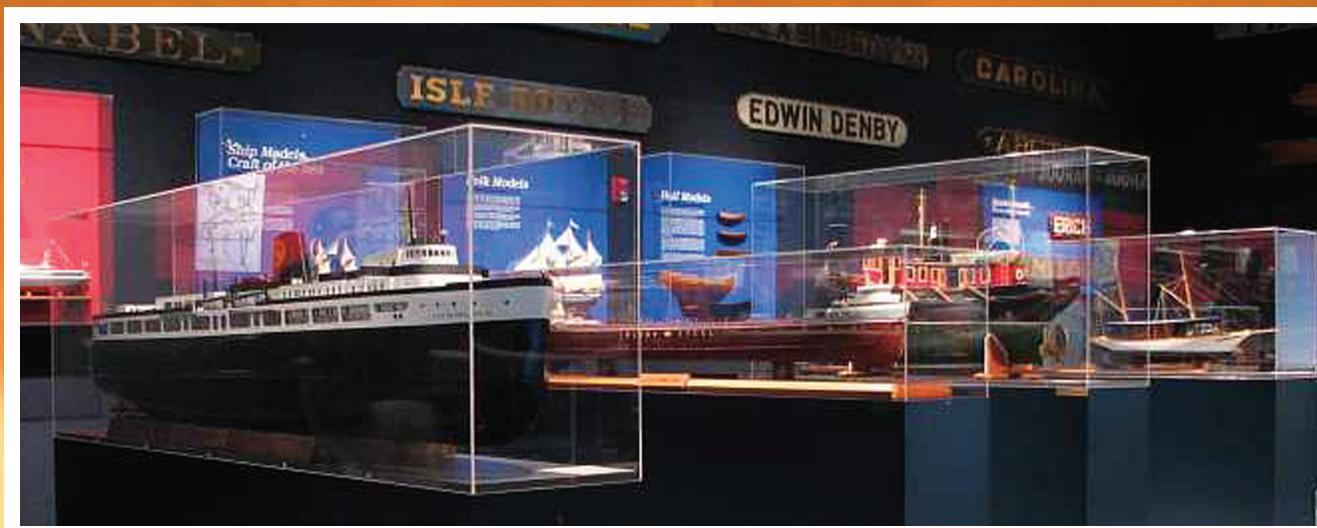


Designed by Naval architect Gilbert Dunham, *Skybird* embodies the fine workmanship and design that characterizes Wisconsin built wooden boats. Built in 1947, she was the last of four thirty-three foot Stout Fella Class boats built by Sturgeon Bay Boat Works, one of Wisconsin's oldest yacht builders. Carlton and Gloria Shultz donated *Skybird* to the museum after it had logged nearly 25,000 miles, and 56 active years of sailing.



The Thompson Brothers Boat Manufacturing Company of Peshtigo, Wisconsin began producing this Speed Demon line of boats in the late 1940s. Marketed as a "stock racing runabout", the 12-foot model 300 could reach speeds of nearly 35 miles per hour when equipped with a 16 horsepower outboard motor. This boat sold for \$245 in 1950 and could serve as a fishing boat and all around family boat, as well as a racer.







Skybird is part of the “Stout Fella” class of boats which is known to provide a comfortable family sailing experience with good speed, handling and cruising capabilities. The Stout Fella class is also unique in that one section of the boat serves as a cockpit and a cabin. The cockpit can comfortably fit three of four persons during the day and by night a cabin top is lowered to convert it into a dry cabin.

For Sale: 1949 Greavette Sheerliner *A Canadian classic, restored.*



This classic 1949 Greavette Shearliner triple-cockpit Deluxe was originally made in the Muskoka region of Canada known for the finest boatbuilding craftsmanship.

This wonderful example was in solid original condition before its two-year-long restoration was begun. All unique hardware details were in good condition, including the complete, unusual and somewhat rare Navy top. The opportunity to restore this classic wooden boat was presented to Richard Arnold of Rejuvenation Woodworks who is known for his quality wooden boat restorations that win prizes in classic boat shows and are featured in antique boat museums.

This boat now has a modern "epoxy system" bottom providing a trouble-free "no-soak" performance that is always ready to go boating. All metal work fixtures and castings have been re-chromed to show-quality. The floor structure was upgraded with stained and varnished mahogany frames and Marmolium covered panel inserts.

The engine is a completely rebuilt Crusader Marine V8 with a Velvet Drive hydraulic transmission, for performance that significantly exceeds the capabilities of the original engine. The original Buchanan 6 is available and in restorable condition, if desired.

The triple seating layout of this boat with its "S" shaped pathway around the engine compartment is unique and very desirable. Cruising with family and friends is more enjoyable because those sitting in the back seats are not isolated from the rest of the party. Custom designed beverage/storage cabinetry was added to the third cockpit seating area. The dual-axle trailer has been custom fitted to the hull of this boat.

Whether you take this boat to the shows for the admiration of on-lookers or take it to the lake for a fun family outing, this boat will be a prize to own and enjoy for years to come. **You can speak directly to Richard Arnold who restored this boat and who is representing the seller by calling 352-267-2838 during the hours of 8am to 6pm, Eastern time. Or email Richard at rba1900@gmail.com**



MUSEUM CRAWL DOU

Story: Laurence Polli

Photos: Laurence Polli &

Glasgow City Council



Life nowadays is seemingly a constant filtering of information. With all the choices available, we are left with only one escape route, the Off button. All these demands on our time and energy affect our life when we ostensibly have time to ourselves.

I suggest we can only really reach this escape in our minds, in the cinema, in books, in art, in manufacturing, shipbuilding, and other heavy engineering industries and in the trading and financial metropolis. Over time things have changed and the world has changed. Glasgow has responded in the only way it knows how, by fighting the past, using their brains and build on a checkered history.

BLE FEATURE

Glasgow's Riverside Museum



the wonderful content available to us in practically every medium we are time make us nostalgic for a well remembered and more ordered way-of- had some time to ourselves.

ema and in museums. The City of Glasgow, Scotland was the center of and a foremost intellectual teaching and research post at the hub of a busy were have been many casualties as has happened elsewhere in the Western g and finding a new way to tackle the future. Today Scots in Glasgow use ory, but now it is more brains than brawn!

Glasgow has not discarded the past, rather they are building on it, with monuments to this in wonderful museums including the old Museum of Transport. After all

Glasgow has always been at the center of transport, manufacturing locomotives, cars, buses, lorries and Rolls-Royce aircraft engines. This heritage

of travel has now been honored by the opening of a startling new concept in architecture, the Riverside Museum.

The dynamic new Riverside Museum displays Glasgow's rich industrial heritage, which stems from the River Clyde. This structure designed by a leading light in international architecture, Zahra Hadid, an Iraqi with many wonderful designs to her credit. This exceptional building of breathtaking outline shows like a medical graph of your heart beat when you first see it. It seems to take a

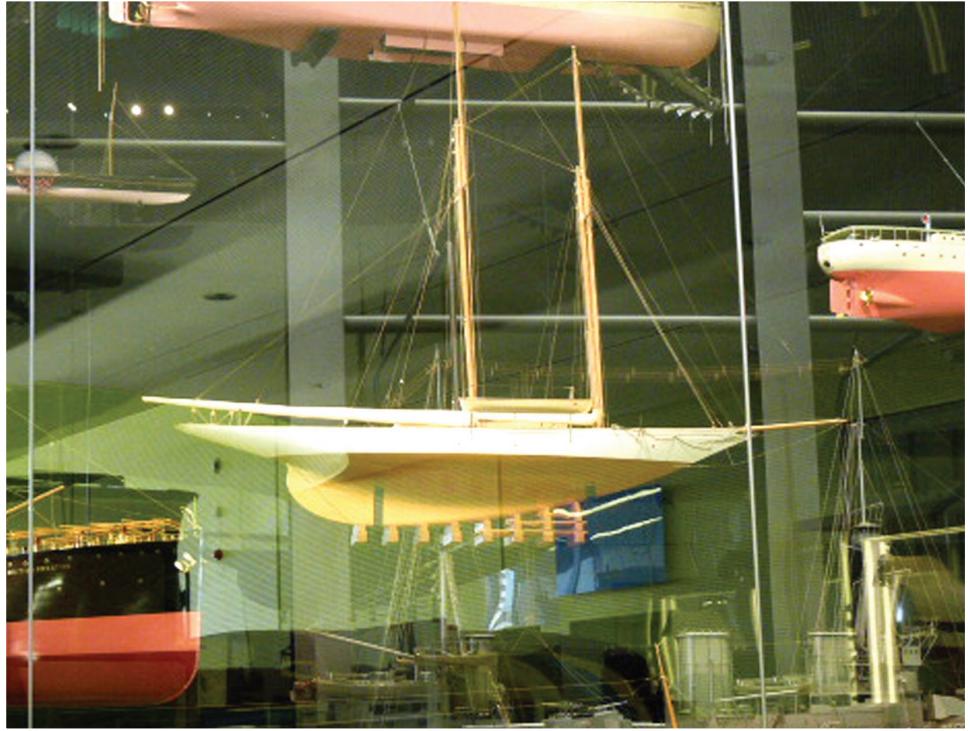
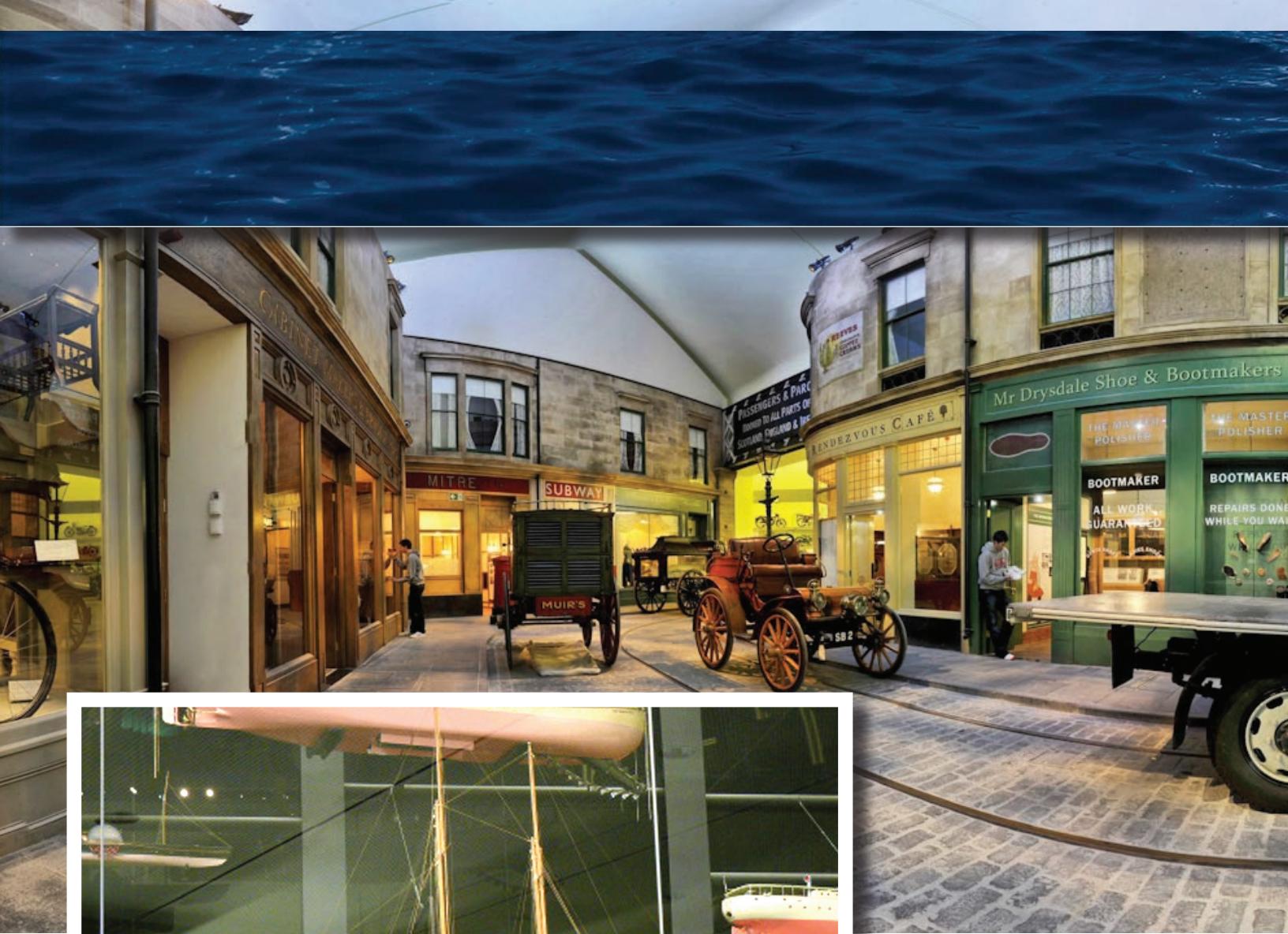
basic shape in homage to the Sydney Opera House which, like the Riverside, was castigated at first view for its totally new concept of a building fit for a function.

Now we look at the world-renowned shape and see how it dominates all its surroundings and Sydney Harbour. Will this happen to the Riverside? Only time can decide this.



In complete contrast, the full-rigged ship SS Glenlee moored here is the epitome of elegance with its flowing lines and vibrant colors. There could hardly be a more contrasting outline of two conjoined objects. The movement of the facile roofline, the amazing reflections in the dark-green mirror glass front against the vertical thrust of the golden masts. The dark steel rigging swinging in great arcs from the solid yards, all these contrasts make a unique symphony of movement, real or imagined. The side decks of fine





of the building, the sublime curves of the ship are illustrations of the thinking of their time. Whichever you prefer, both are the “best of the best” in my book. Together they make a most

wood run from the elegantly shaped stern to the thrusting bowsprit on the foc'sle pointing up-river as she waits to get back to her real element, the sea. She is a prisoner, but still counting the minutes until her escape. The harsh shape

harmonious picture.

Visitors can relax and enjoy the riverside views in the museum's café, and take home all manner of transport-related gifts from the museum's shop.



In Glasgow, all that is great in architecture can best be appreciated above eye level. Street levels are a hodge-podge of international shops of no distinction and could be anywhere in the world. Above this there are magnificent designs in local colored stone in fawn and red, carved into wonderful eye-catching shapes. At the Riverside Museum practically all the exhibits are above eye level; a wall of cars, a wall of bikes, a wall of boat models. Big things, like magnificent locomotives to tiny tricycles. If it moved, its there! Riverside pays homage to movement.

In shipbuilding days there were shipyards on both sides of the river here, and if you changed your job you might have had to cross the river to get to your work. This was done by using a small cross-river ferry. These ferries have been re-introduced and no matter which side of the river you are on, these boats are available at all hours.

What will the future bring? Who knows?

glasgowlife.org



SABELLA ON SAFETY

Seattle, Washington - In SOS 15 in the January/February 2010 issue of Classic Yacht, we discussed treating cold related illness. In this issue, for you Southerners, we'll consider what happens when you get too hot.

Heat illness is best treated by prevention. Wear light clothing. Drink liquids frequently. Avoid alcohol and coffee, which are diuretics that contribute to increased fluid loss. Take frequent breaks if you're working on deck, and move into cooler areas out of direct sunlight.

You may have to drink more than a gallon of water a day to keep up with the fluid losses incurred by exerting yourself in the heat and to avoid the dehydration that can lead to heat fatigue, heat exhaustion and eventually heat stroke.

To treat heat fatigue or exhaustion, keep the patient at rest, give him cool drinks and do whatever else you can to lower his temperature.

Heat Stroke

The onset of heat stroke signals the complete failure of the body's temperature controls. The patient will exhibit hot, dry skin, complete lack of sweating, severe confusion and delirium.



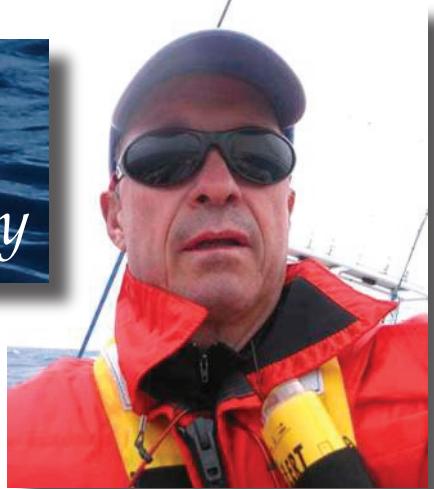
Remove the patient from the hot environment. Apply cold packs to his armpits, groin and neck.

Move the patient to a cool environment. Remove his clothing. Apply cold packs to his armpits, groin and neck. Promote rapid cooling by blowing air with a fan over cool water that has been applied to the patient's bare skin.

Monitor his vital signs carefully (we'll

Heat Illness Toxic Hazards Diabetic Emergency

*The following article is based on the content of
Onboard First Aid: Immediate Actions,
<http://www.johnsabella.com/detail.lasso?title=10206>.*



discuss vital signs in the next edition of SOS. They consist of breath and pulse rates, blood pressure and temperature). Write your findings down and continue to monitor the patient's condition over time. An accurate temperature reading is best achieved with a rectal thermometer. Administer oxygen and IV fluids if they are available.

Confer with a physician before immersing the patient in a cool or cold-water bath. Complete immersion can be dangerous, and other methods should be attempted first. As we noted in SOS 10, you're never farther away from professional medical advice than a radio call to the Coast Guard on VHF Channel 16.

Toxic Hazards

Poisoning or toxic emergencies typi-

cally result from contact with chemical liquids or vapors, or the ingestion of toxins or drugs.

If you suspect that a toxic emergency has occurred, be careful to protect yourself. You could be incapacitated in seconds by the same hazard that affected the victim. For example, if a gas or vapor has caused the emergency, you can't assist until you're wearing a self-contained breathing apparatus, or the space has been purged.



Monitor the patient's condition continuously. Administer oxygen and IV fluids if they are available.

When you can do so safely, move the victim away from the toxic hazard. Provide ABCs care (we covered Airway, Breathing and Circulation back in SOS 11 in the May/June 2009 issue of Classic Yacht) and try to gather as much information as possible about the type of

In any medical emer



Cool the patient by moistening his skin and blowing air against him with a fan.



Protect yourself before attempting to rescue the victim of a toxic hazard. You're no help if you become a victim.



Material Safety Data Sheets define the dangers associated with products and provide appropriate remedies and antidotes. Download them.

poison or toxin in question and the method by which the victim contacted or ingested it so you can relay the information to a consulting physician.

If the victim has ingested a toxin, don't administer fluids or attempt to induce vomiting until you've talked to a doctor and you're sure the victim is totally conscious.

You should be aware of the presence of toxic or dangerous substances carried aboard your vessel and alert your crew about the hazards. Where known hazards exist, you should be familiar with techniques for avoiding contamination and providing treatment in the event of an accident. Be advised that manufacturers of dangerous substances are legally required to prepare Material Safety Data Sheets that define the hazards associated with each product and describe appropriate remedies or antidotes. Log onto the manufacturer's website, download whatever MSDS sheets you require and keep them with your first aid kit.

Diabetic Emergencies

If you know that an ill person is diabetic

urgency, stay with the patient and continue to observe him carefully until help is on the scene or someone else relieves you.

and he appears to be weak, irritable or confused with no other obvious medical problems, consider giving him sugar in the form of a sweetened soft drink or juice.

Before giving him anything to drink, however, make sure he is sufficiently conscious to hold the glass and swallow the liquid. If you don't know the individual's medical history, ask him what's wrong. If the condition persists or worsens call the doctor.

Continued Care

In any medical emergency, stay with the patient and continue to observe him carefully until help is on the scene or someone else relieves you. Watch for vomiting and be prepared to keep the airway open.

Monitor his consciousness. If he blacks out, check and recheck his ABCs. Recheck dressings or bandages. Keep him warm and quiet. Continue to provide reassurance.

John Sabella's firm produces safety training DVDs and books used on boats and ships all over the world.

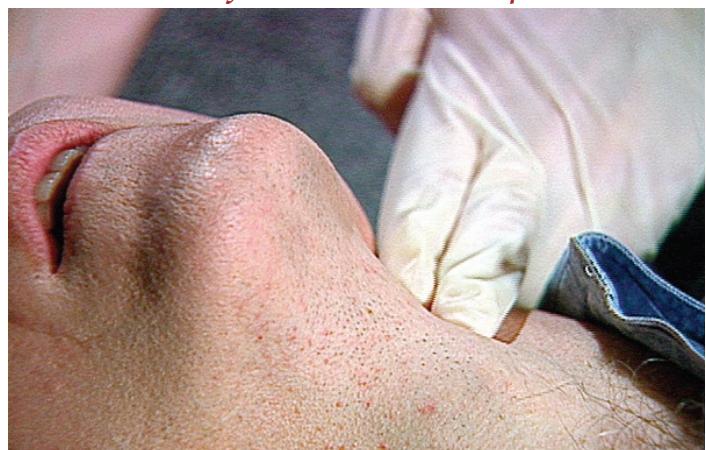
johnsabella.com



In a diabetic emergency, administer sugar in the form of a soft drink or juice.



You're never farther away from medical advice than your VHF radio; give accurate info such as blood pressure.



Monitor the patient's carotid pulse at the neck.



THE LOG

Getting ready for Vintage Weekend at Ocean Reef was a repeat of last year, with the same results: Last minute preparations gone awry. Not a cloud in the sky but as soon as Bernard Smith put down his brush, finished with painting the deck, a cloud slid over the boat and it rained. Since this was again at the last minute, there was no time for a re-do. I had to laugh – through gnashed teeth.

This year was a first for me, I backed *Aurora II* in the slip like pro. Having never done it before with *Aurora*, it would have been embarrassing had I messed up at Ocean Reef. I don't know if it was luck or Vicki Goldstein's magic but we ended up docked for the show next to Cindy and Buddy Purcell of Huckins Yacht Corporation. We have known each other for years. Before *Aurora*'s lines were cleated, Buddy and I struck up a conversation. I recently read something that was interesting and

blurted it out to Buddy. "I just heard that cold molding was invented in the 1970s? Is that true?"

Cindy joined the conversation then to set the record straight. Cindy is the granddaughter of Frank Pembroke Huckins and boatbuilding is in her blood. She said, "I've heard that too but my grandfather was building cold-molded boats in WWII but they called it plywooding." Then she handed me this beautiful book, "Huckins, The Living Legacy." I didn't know it at the time, but she was giving me the book to keep. It's an incredible book and the more I read, the more I wanted to read. So let me share some of what I found out about cold molding.

Franklin Pembroke Huckins started building boats in the 1920s. His boats were fast and had a very distinct style. By the time that WWII was in full swing, the

*Insight from the travels of
wooden boat restorer Jim Moores*

A Brief History of Cold Molding



THE LOG

government wanted smaller, faster and disposable boats for the war effort. Frank jumped in feet first, crashing the party. Navy didn't invite Garwood either. Elco and Higgins built most of the PT boats, but Huckins produced 18 of them. The Huckins-built PT boats were known in the Navy as "the yachts," and sailors who served on them were ribbed for having it easy from the guys getting their brains pounded on the lesser PT boats.

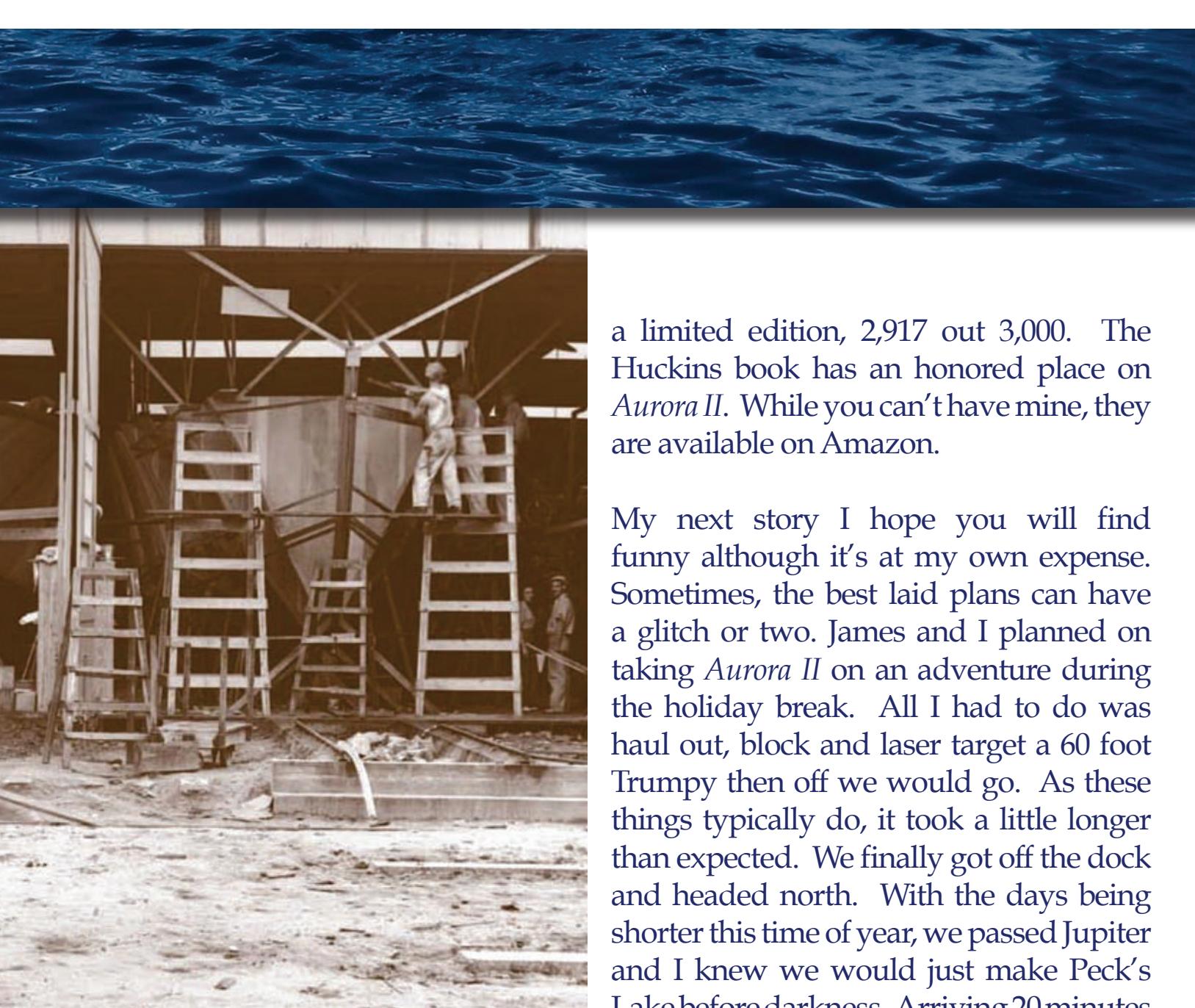
In July 1941, there was a plywood derby. The Navy was ready to pull the plug on the PT boats because of myriad problems. In particular, the boats were tearing themselves into pieces as well as beating up the crew on them. So when Frank Huckins' prototype, PT 69, turned faster, took rougher seas and outperformed the competition, the Quadraconic Hull design, a hull that planed without the pounding, proved superior. Huckins also introduced diagonal planking so he was quite the boatbuilding innovator.

Henry Baldwin, Huckin's partner and corporate CEO, negotiated for the hull design royalties, which didn't turn out too well since Elco adopted the design and produced most of the PT boats. Huckins



didn't see a cent from others co-opting the design under the Navy's direction.

The process of plywooding was simple. Laminate mahogany boards at 90 degree angles and glue together with resorcinol glue, a form of formaldehyde-based glue. It was tough stuff and it still is today. The term cold-molding was used at Huckins until 1976 then they moved to Airex core construction. So how much did Frank Huckins make on his first PT 69? It cost



him \$115,000 to build in the 1940s and his profit was \$28.60. I am sure he did a little better on the next one but that was a gutsy gamble. And his Quadraconic hull design still is as great today as it was in 1941.

So as we sat on the back deck of *Aurora II*, sipping wine and swapping boatbuilding stories with the Purcells, Nate and I couldn't be happier sharing our passion for wooden boats. As I had more time to look through the book, I realized it was

a limited edition, 2,917 out 3,000. The Huckins book has an honored place on *Aurora II*. While you can't have mine, they are available on Amazon.

My next story I hope you will find funny although it's at my own expense. Sometimes, the best laid plans can have a glitch or two. James and I planned on taking *Aurora II* on an adventure during the holiday break. All I had to do was haul out, block and laser target a 60 foot Trumpy then off we would go. As these things typically do, it took a little longer than expected. We finally got off the dock and headed north. With the days being shorter this time of year, we passed Jupiter and I knew we would just make Peck's Lake before darkness. Arriving 20 minutes before sunset we set anchor between a bunch of sailboats. As the hook set, the guy anchored beside me said he had 90 feet of anchor rode out. I replied, "Thirty foot sailboat in six feet of water. Don't you think that's a little much!" Anyway, we moved and then moved again.

Finally, just as the sun set, we were finally hooked and watch a movie. Then the moon and stars came out and we went to bed. About 1 o'clock in the morning,

THE LOG



I heard little waves lapping the hull. So I went up on the deck. *Aurora* was softly setting aground, with James sleeping soundly. I pulled at the anchor and it was bit. So I thought to myself we will be off in the morning. But then I didn't check when low tide was. I didn't figure the tide still had three feet to drop. I went back down below and went to sleep.

By 3 a.m., all the furniture in the pilothouse had shifted or skidded on tables, books had fallen, fresh fruit had floated from one side of the galley to the owner's stateroom. James called out, "Dad, there's water in my bunk." *Aurora* was heeled over like a racing sailboat on

a windy day. We pumped the water out. When the tide came up, I swallowed my pride and call Towboat to pull us free. My son said, "Why didn't you wake me, and we could have ..."

I didn't have the heart to tell him that hindsight is 20-20.

"I promised you an adventure you would never forget." With the seriousness only a 13-year-old boy can muster, James replied, "I will never forget this!"

Oh, his laptop took a swim as well as his mom's iPad. Thankfully, Stephanie was



in a good mood visiting Koreatown in L.A. where she had just come out of a day spa. She had just been steamed, baked, boiled and scrubbed like a dirty Irish potato, Stephanie said. For Koreans, even relaxation can be grueling.

After Towboat let our lines loose and pulled away, we were on our way as well. The engines hummed, and Peck's Lake slid from view as we continued

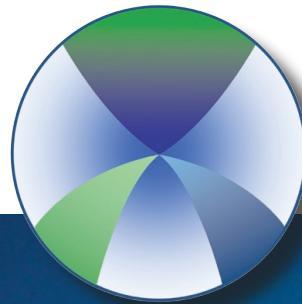
on our journey. Our adventure was just beginning. James won't be 13 again and I don't know how much more time he'll want to spend with his old dad.

I thought to myself, "I'll remember this trip, too."

Jim and Stephanie Moores are the owners of Moores Marine in Riviera Beach, FL and Beaufort, NC.

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LEW'S LESSONS

Story: Lew Barrett
Photos: Eric Hvalsoe



Seattle, Washington – I wonder if Craig knew exactly how far reaching the effect of his List would be. I understand he has been interviewed on the subject, but I've never been fortunate enough to hear the outcome of that. There's no question that the impact Craig's List has had is far beyond anything I would have imagined for such a thing.

Newspapers are in dire circumstances these days, with revenues from classified ads down 90% for most of them. When you ask newspapermen in this town, they bemoan The List. I can understand that. There are a number of The List's categories I regularly peruse myself. For instance there's the section devoted to boats and seagoing



Working The List

paraphernalia. This one has become a regular source of amusement for me. I even obtained a nice little boat through a tip that originated on the list. And that's how I met Eric Hvalsoe.

Eric has been building boats of his own design in a modest but well organized shop in his garage here in Seattle's north end for over two decades. His products have gained a solid reputation for handsome design, superb functionality, traditional build quality and both good sailing and rowing qualities. When a Hvalsoe 13 appeared on Craig's List for an exceptionally modest sum two years or so ago, I felt moved to inquire further. I didn't really need another boat, who

ever does? The chance to own a modern classic by a respected local builder was just too opportune to pass up. She could make a fine dingy for *Rita*, or if that proved impractical, I could row her on the lake and take her out on a whim. My buddy Bill and I drove thirty miles out of town to a little house in the woods

where the Hvalsoe 13 had been laying out by the woodshed for "a number of years." Fortunately, Bill had enough cash in his pocket to consummate the purchase when it turned out the owner wouldn't take my check. Bill's a great friend, and the only person to go with when you are planning to come home to hearth and kin with a surprise boat. I mean, your wife can't assault



*I mean, your wife can't assault you in front of a reliable witness
and Bill was helpful in explaining to Lindy
what a remarkable purchase I made.*

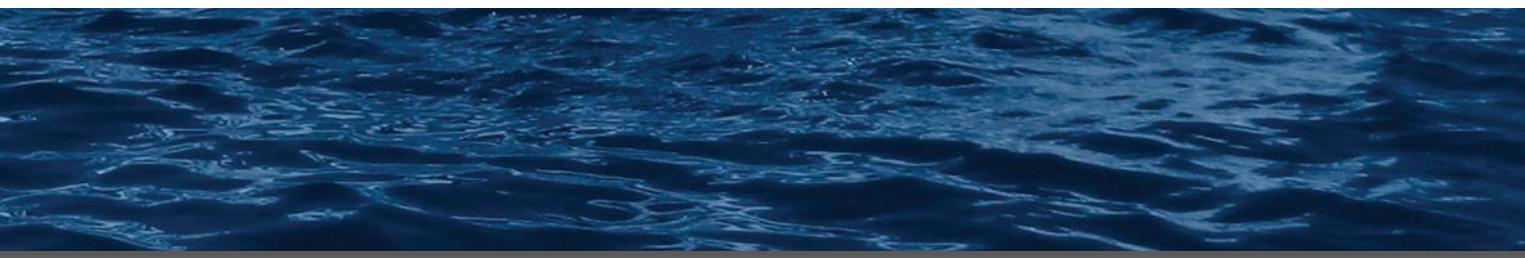


you in front of a reliable witness and Bill was helpful in explaining to Lindy what a remarkable purchase I made. I'd do the same for him with Esther if our roles had been reversed. What are friends for, anyway?

Ten years in the woods hadn't done the boat any favors, but on the other hand, it wasn't that bad either. However, as I had no experience repairing lapstrake builds, and knowing that the original builder was still in business here in

town, I decided to call Eric and seek his council. Craig's List, as you can readily see, has some reach. I like meeting the local builders, designers and shipwrights anyway, so my little boat was all starting to add up to business as usual for me.

Eric's first professionally built boat was launched in 1982. It's the design that Eric considers closest to his heart, and it happens to be the same design that I pulled out of the woods two years ago.



He always loved boats and rather than finish college, Eric decided to go to L.H. Bates Vocational and Technical Institute to study boat building and design. They did a good job with him, judging from what I've seen, the esteem other builders and aficionados express, and clearly confirmed by his list of happy clients. A Hvalsoe boat has its own distinctive look, but any boat lover will recognize the traditional appeal of the

classic lines, the graceful overhangs and shapely wineglass transom of a Hvalsoe design. They really look great. Simple, elegant and right, Eric's boats look at once familiar and unique. I can spend hours gazing at the upturned hull in my little shop. It's easier than working on it, yet provides many of the same rewards. You just look and think about how great it will be to have her finished and afloat. It's actually better



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I can spend hours gazing at the upturned hull in my little shop. No energy is expended, yet the afternoon is exhausted and one can return home with a great sense of accomplishment.



working, since no energy is expended, yet the afternoon is exhausted and one can return home with a great sense of accomplishment. What a great way to pass an afternoon. “Honey, I’m going down to work on the boat. I’ll take the dog with me.” But in fact, I really am eager to get her in the water and row her about, so she’ll splash next month for sure.

Eric himself was searching for the Holy Grail in a compact package when he finished his first 13-foot Hvalsoe. He wanted a design that would both row and sail really well. Since then, he has also built larger versions of the “13” and will take on custom commissions for

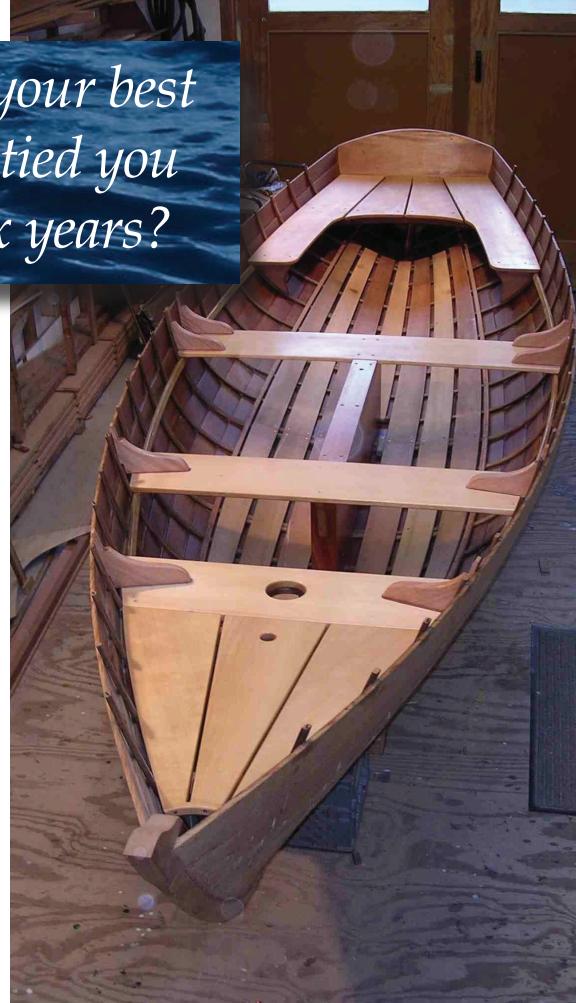
other designs, as part of his charter to build boats from the keel up for people who have a yen for such fine things.

He does repair work as well, and his finishes are exemplary, so he’s an all around sort of guy. As I have remarked before, like most people that earn their living by the sweat of their brows and the sureness of their hands, Eric comes across as practical and patient, but self assured. I think all good shipwrights must be so. He has a lot of good ideas, many of which represent detail refinements on the traditional take, and most are drawn from his own experience in thinking through what the small boat needs to work seamlessly. Eric likes to sail and row his own boats, and when the chance to buy back one of his custom builds came up, he took it.

Thus Eric and I share something unique and rare. We’ve both bought pre-owned Hvalsoes. Is that cool, or what? His involvement and commitment to using his own product has paid ongoing dividends to Eric’s clients, as he methodically improves small elements of his designs. Yet a number of things are constant, including the overall look,

Some stuff needed work. Would you look your best if they rolled you on your side in the dirt, tied you down and didn't look at you for five or six years?

build and philosophy behind a Hvalsoe boat. They are intended to be stable, easy to row or sail, durable, pretty and practical. And I believe his clients would agree that they are all of those things. For instance, my wife and I can easily lift and turn our boat over for maintenance, and Lindy is a very petite lady. It can't weigh much over 100 pounds. Yet every frame in my once neglected boat is perfect, and was when I obtained her. The interior has been returned to it's original beauty with



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"The instructors' enthusiasm to hand off their knowledge and experience was quickly matched by the eagerness of the job market to accept me the same week I graduated." *Preston Johnston, Class of 2011*

"Attending GLBBS allowed me to develop the necessary skills. Started working the Monday after graduation." *Geoffrey Hamilton, Class of 2011*

"GLBBS provides a high quality of education in wooden boat building, demonstrating superior craftsmanship."
Thomas M. Mertaugh, owner Classic and Antique Boats, Ltd.

"I was offered an apprenticeship at Chesapeake Bay Maritime Museum prior to graduating. My education and training at GLBBS were an excellent foundation for working on historic, large boats. The smaller class size and highly personal instruction have proven to be great advantages." *Bud McIntire, Class of 2011*

"Excellent instruction fosters excellent students and GLBBS delivers on both, graduating the kind of students we look to hire."
Steve Van Dam, Van Dam Boats

After all, I am prepared to take full responsibility for the purchase that Bill forced me to make on that fateful day.

only the application of some soap and water and a bit of oil.

Without going to lengths, some stuff needed work. Would you look your best if they rolled you on your side in the dirt, tied you down in the woods and didn't look at you for five or six years? Of course not! Eric was happy to assist me in coming up with a plan to return her to utility, and in taking on some of the obvious needs. He took the sort of interest you would expect from the guy who built it with such care by hand and eye, but the truth is, I've put in a fair bit of work too. It's been slow going but I've been in no rush. That's actually one of the greatest features of buying a boat you don't need off of a List you read at your own peril. Like all my rescue boats, the Hvalsoe has been a teacher. She has demonstrated to me yet again how tediously fussy finish work is compared to the pleasure of cutting wood. But my boat really does deserve a good finish, and to give her less just wouldn't feel right.

Eric loves his pretty little row and sailboats, but while they are his bread and butter I would be remiss not to

mention *Aurora* and *Little Miss Canada IV*. These are two distinct motorboats built to high runabout standards from scratch. *Aurora* was built on spec and was the cover girl for a very well known woodenboatmagazine a few years back. *Little Miss Canada IV* was built to order for a gentleman who had a hankering for a gentleman's runabout. In both cases, the work turned out illustrates the builder's versatility and impeccable craftsmanship.

It's likely I would have met Eric even had events not unfolded as they had. Seattle is a small town, and our wooden boat world is very connected and easy to negotiate. But it's not likely Lindy and I would have owned our very own Hvalsoe 13 without the miracle of Craig's creation. Reflecting on this happy turn of events with a patient dog at my feet, I give great thanks for the miracle of depreciation and the market facilitated by The List.

With recent suggestions that Craig's List also has its perils in addition to the usual "caveat emptor" of buying used sewing machines, tools, cars, motorcycles and boats, a bit of a pall has been cast upon



the open and Wild West nature of the List. That's not Craig's fault, though. His list is naught but what we make of it. After all, I am prepared to take full responsibility for the purchase that Bill forced me to make on that fateful day. To suggest otherwise just wouldn't be fair!

You can see more of Eric Hvalsoe's work at:

www.hvalsoe-boats.com

Lew Barrett owns Rita, a 1938 50' (15.2m) Ed Monk-designed motoryacht based in Seattle.



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MYSTIC MINUTES

Story & Photos: Dan McFadden

I think it is fair to say that most of us here at Mystic Seaport have not minded the mild winter we have experienced this year. The unseasonable warmth makes one think that splashing the boat and getting out on the water is that much closer. However, there is one group at the museum that definitely enjoyed the high temperatures: the shipwrights working on the 1841 whaleship *Charles W. Morgan*.

Although the *Morgan* was cocooned in a plastic-sheathed scaffold last fall, cold temperatures could still have made work very uncomfortable. So while Connecticut's skiers may have lamented the lack of snow, there were a lot of sighs of relief in the shipyard.

The result has been significant progress as work on the ship moved from re-framing and planking the interior of the hold to planking the exterior of the hull. Like most whaleships of her era, the *Morgan* was planked in longleaf yellow pine

and white oak. The planking below the waterline additionally was sheathed in a sacrificial layer of fir that would be replaced as it got eaten away over the years. The fir did its job: most of the material being worked on now dates to her original construction. The plan is to remove and restore several adjacent strakes in a band all around the vessel. Once the new band is in place, the shipwrights will move on to another. By doing the planking in this way, the shape of the hull can be preserved.

The first new plank was installed on February 21. This was a milestone in the project and a major turning point for the crew, so they were joined by an enthusiastic crowd of Mystic Seaport staff, supporters, and media to watch the process and hammer home the first fasteners.

Installing a plank requires carefully shaping and "dry-fitting" it to its eventual location on the hull. The planks are then steamed for at least 3 hours to make them flexible. At that point they are quickly hauled into position, braced

MYSTIC
SEAPORT

THE MUSEUM
OF AMERICA
AND THE SEA

*News from the
Mystic Seaport
Museum*

The First Plank

Oil Painting, "Ship in a Gale" by James E. Buttersworth 1949.3176, Mystic Seaport collection.



MYSTIC MINUTES



and wedged into place. The plank is subsequently fastened with bronze spikes and large wooden pegs called trunnels. Time is of the essence as the steam-induced flexibility wears off quickly and planks can crack or split. These are not your normal planks: they are massive. The first plank was longleaf yellow pine and measured more than 36-feet long. It was 4 inches thick and weighed more than 500 pounds.

With the hiring of additional shipwrights this past winter, the shipyard is working on fine-tuning the production process

and aims to complete this phase by late fall.

"It is great to see the new wood side-by-side with the old and know that we are ensuring her existence for another 170 years," said shipyard director Quentin Snediker

Treasures

The *Morgan* is widely considered to be the "crown jewel" of Mystic Seaport, but she is not the only treasure at the museum. On March 31, visitors will be able to see many of the others in a



new exhibit titled “Treasures from the Collections.”

Museum visitors will immediately notice something very different about this exhibit. Rather than presenting objects and images based on their connection to unifying stories, themes, and ideas, “Treasures from the Collections” breaks new ground by presenting objects selected primarily for their artistic and aesthetic merit. These objects of creative expression—inspired by the power, mystery, dangers, beauty, solitude, and resources of the sea—merge artistic skill with maritime content to reveal the broad influence of the sea on American life.

Fine art, ship models, scrimshaw, ship plans, and figureheads are all included in this stunning display of work by preeminent artists and artisans. Exhibited paintings will range from majestic ship portraits produced in oil and watercolor to powerful scenes depicting sailing ships tossed like toy boats on storm-churned seas. A select group of photographs, generally



included in exhibits as reproductions, will be displayed in their original form, including rare 150-year-old examples in ornate cases with polished brass mattes.

The exhibit is a rare opportunity to see some of the finest objects out of the more than two-million artifacts in the collections at Mystic Seaport. Most of the items are normally not available for public display.

Come to Mystic Seaport this spring and dig in!

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Another Fine Mess

The yacht once owned by Stan Laurel of Laurel & Hardy fame is restored to her former glory in Northern California. In a stroke of luck, her former owner's cherished onboard clock is reunited with the yacht after being found at a garage sale.



Lake Dora Boat Show

After a successful move to Tavares, the ACBS Sunnyland crew is building on Florida's biggest antique and classic boat gathering of the year. 2012 marks the 25th anniversary for the show. This year's featured genre are boats from "On Golden Pond".



Classic Yacht Week

The 25th Antigua Classic Yacht Regatta is starting to take shape. Hosted by the Antigua Yacht Club, it's the first event in the Panerai Classic Yacht Challenge for 2012. It's expected to be the most magnificent classic yacht regatta in the Western Atlantic this spring.

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